INITIAL STUDY

FOR IMPROVEMENTS OUTLINED
WITHIN THE

CHINO AIRPORT MASTER PLAN

CHINO, CALIFORNIA

Prepared By:
COFFMAN ASSOCIATES, INC.

October 2005

SAN BERNARDINO COUNTY
INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

This form and the descriptive information in the application package constitute the contents of Initial Study pursuant to County Guidelines under Ordinance 3040 and Section 15063 of the State CEQA Guidelines.

I. Project Label:

APN:	**1026-072-030000***	REP('S)	Staff: Bill Ingraham
Applicant:	San Bernardino County Airports	USGS Quad:	Corona Quadrangle
Proposal:	Chino Airport Master Plan	T,R,Section:	T4S, R5E
Community:	Chino	Thomas Bros:	maps 681, 642
Location:	NE Corner of Euclid and Kimball Avenues	Planning Area:	Chino Sphere
		OLUD:	N/A
JCS/INDX:	W71-149N	Improvement Level:	N/A

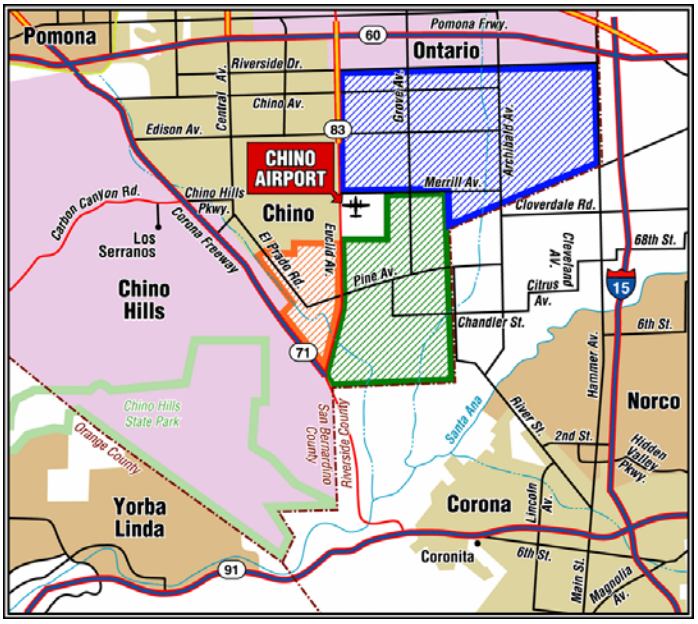
PROJECT DESCRIPTION:

1. Project title: **Chino Master Plan-Initial Study**

2. Lead agency name and address:
   County of San Bernardino
   Department of Airports
   825 E. Third St., Room 203
   San Bernardino, CA 92415-0831

3. Contact person and phone number:
   Bill Ingraham
   (909) 387-7806

4. Project location:
   Chino Airport,
   Chino, California



5. Project sponsor's name and address:
   County of San Bernardino
   Department of Airports
   825 E. Third St., Room 203
   San Bernardino, CA 92415-0831

6. Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.):

The County of San Bernardino, California is currently preparing an Airport Master Plan for the Chino Airport located in the City of Chino, California. This plan defines the airport's role over the next twenty years and identifies future facility needs to support this role and meet projected demand.

Once the airport begins receiving federal funding, improvements planned for Chino Airport, as depicted on the Airport Layout Plan (ALP), will require compliance with the *National Environmental Policy ACT* (NEPA) *of 1969,* as amended. For projects not "categorically excluded" under FAA Orders 1050.1E, Environmental Policies and Procedures and 5050.4A, Airport Environmental Handbook, compliance with NEPA is generally satisfied with the preparation of an Environmental Assessment (EA).

This Initial Study Checklist Form was prepared to address the potential environmental impacts associated with the implementation of the recommendations of the Airport Master Plan and associated Land Use Plan for Chino Airport.

The Chino Airport is located approximately 4 miles southeast of the center of the City of Chino and 7 miles south of the City of Ontario and sits at an elevation of 650 feet. The City of Chino is located in the southwest corner of San Bernardino County.

A Final Environmental Impact Report for the 1986 Chino Airport Master Plan Update and General Plan Amendment (1988 EIR) was completed in September 1988. This EIR addressed the potential impacts of the recommendations of the previous Master Plan, including: land acquisition, construction of a new parallel runway, extension of one of the existing runways, development of additional general aviation uses, aviation commercial uses, airport commercial uses, airport commercial land uses, and infrastructure improvements.

The 2002 Chino Airport Master Plan contains some development projects that are very similar to those projects analyzed within the 1988 EIR. One major difference between the 1986 and current Airport Master Plan is the proposed extension of Runway 8R-26L and property purchase for RPZ protection. Other differences in the documents relate to the layout of the proposed projects. As presented in the 1988 EIR, commercial parcels were proposed on the south side of Airport property and hangar development was proposed to the north. This development was not undertaken. In the current Master Plan, commercial parcels are now proposed on the north side of Airport property and hangar development is proposed to the south. The amount of proposed commercial and hangar development remains consistent between the two plans.

The overlapping of proposed projects between the two plans is common in airport planning as most projects are demand based; thus, some projects were not initiated because demand did not warrant them at the time. As part of the current Master Plan, projects which were analyzed and approved in the previous Master Plan and EIR, but not undertaken, were re-evaluated. Since some of the projects proposed within the current Master Plan were evaluated within the 1988 EIR, an impact comparison between the two documents is provided within the impact categories to clarify the similarities of the proposed projects.

The current Master Plan for Chino Airport is being updated and revised to reflect this Initial Study Environmental Checklist Form and its consistency with the 1988 EIR. Consistent with the previous master plan, this Master Plan continues the development of general aviation uses, aviation commercial uses, and airport commercial land uses at the Chino Airport. Additionally, this Master Plan calls for continued infrastructure improvements to support these uses.

The current Chino Airport Master Plan proposes a number of physical improvements to Chino Airport as depicted on **Exhibit 1**. The purpose of this plan is to establish an internal land use plan to support the development of general aviation uses, aviation commercial uses, and airport commercial land uses on Chino Airport property. The Master Plan is a conceptual plan and not all of the improvements contained within the plan will likely be undertaken. The airport improvements will be undertaken as demand warrants. The improvements outlined within the Airport Master Plan are depicted on **Exhibit 1** and include the following:

- Extend Runway 8L-26R 662 feet east
- Acquire approximately 65 acres of land fee simple and a 30-acre easement to meet Federal Aviation Administration (FAA) standards for the Runway Protection Zone (RPZ)
- Relocate the Instrument Landing System (ILS) from Runway 26R to 26L
- Develop new taxiways
- Develop a new apron building, roadways, and automobile parking

The following sections describe the proposed improvements in greater detail.

RUNWAY EXTENSION

The extension of Runway 8L-26R will allow the runway to be used by a greater number of business turboprop and turbojet aircraft. This will enhance airfield capacity by allowing the runway to be used by more aircraft, which now must use only Runway 8R- 26L. The extension of Runway 8L-26R by 662 feet to the east will allow the runway to serve aircraft that are currently restricted to the use of only Runway 8R-26L and allow for simultaneous operations on the parallel runways. Many of the turbojet aircraft that utilize the Airport require a longer runway for takeoff and landing, especially during the warm summer months when longer runway lengths are needed. By allowing for simultaneous operations, more aircraft landings can be accomplished, which reduces delay and subsequent fuel use and air pollutants.

The planned runway extension is not being undertaken to increase the capacity of the Airport, nor is it being completed to change the current fleet mix. Operational levels would remain the same regardless of the proposed improvements. The runway extension will occur entirely on existing airport property and will not require the acquisition of property from adjoining landowners.

PROPERTY ACQUISITION

The acquisition of approximately 54 acres of land beyond the Runway 26L end is needed to comply with FAA RPZ standards. FAA standards strongly recommend that the RPZ be controlled by the Airport to ensure that these areas are kept clear of objects that could be hazardous to aircraft operations. The acquisition of approximately three acres beyond the Runway 3 end and approximately eight acres beyond the Runway 21 end are also proposed to meet RPZ standards. The acquisition of an aviation easement covering approximately 30 acres of land to the west of the Airport on property owned by the State of California will provide the needed protection of the RPZ while allowing the State of California to continue to own the land. This RPZ area may still be utilized by the state as parking lots, open space, roadways, or similar uses. Development prohibited within an RPZ includes residences and places of public assembly (i.e., churches, schools, hospitals, office buildings, shopping centers, and other uses with similar concentrations of persons).

INSTALLATION OF RUNWAY END IDENTIFICATION LIGHTS

Runway end identification lights (REILs) are planned for the Runway 8L, 8R, and 3 ends. REILs assist pilots in locating the runway end at night and during low visibility conditions.

TAXIWAY DEVELOPMENT

Taxiway development includes the construction of new pavement areas for the ground movement of aircraft. The taxiways include a new parallel taxiway in the center of the Airport, new exit taxiways, and partial parallel taxiways southeast of Runway 3-21.

AIRPORT INFRASTRUCTURE IMPROVEMENTS

The landside improvements focus on developing new roads, buildings, apron areas, and automobile parking areas in order to meet forecast demand. This includes areas that allow for ample runway frontage to serve aircraft demand, as well as for aviation-related commercial/industrial uses. A perimeter service road is included in the airfield plan for the Airport. This roadway is intended to extend the entire airfield operations area and provide a year-round roadway for use by airport maintenance, security, aircraft refueling vehicles, and firefighting vehicles. This enhances airfield safety by allowing airport vehicles to access portions of the Airport without crossing active runways and taxiways.

INTERNAL LAND USE PLANS

The project also includes the development of building standards. These building standards will be applied to future Airport construction and major rehabilitation projects. The focus will be on establishing procedures which allow for the highest and best use development of the revenue support areas as well as the practical consequences of existing parcelization within development zones.

The building standards consider the current aesthetic standards being applied to the Chino Sphere of Influence, Subarea 2 Plan, and the City of Ontario Sphere of Influence Plans.

ENVIRONMENTAL/EXISTING SITE CONDITIONS:

	Existing Land Use	Zoning/Planned Land Use
North of Site	**Agriculture/Dairy**	**Residential, Industrial**
South of Site	**Agriculture/Dairy**	**Airport Related, Medium High Density Residential**
East of Site	**Agriculture/Dairy**	**Airport Related, Public Facility, Light Industrial**
West of Site	**Public Facility/Industrial**	**Public Facility, Industrial**

Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

- Local construction permits and approvals
- California Department of Fish and Game
- Fish and Wildlife Service
- State Historic Preservation Office
- U.S. Army Corps of Engineers

Additionally, the Federal Aviation Administration (FAA) will review the development projects as they are undertaken to determine (projects which may be eligible for financial assistance) the level of NEPA review that will be required.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology /Soils
☐ Hazards & Hazardous Materials	☐ Hydrology / Water Quality	☐ Land Use/ Planning
☐ Mineral Resources	☐ Noise	☐ Population / Housing
☐ Public Services	☐ Recreation	☐ Transportation/Traffic
☐ Utilities / Service Systems	☐ Mandatory Findings of Significance	

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation, the following finding is made:

☐ The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

X Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

_____ _____

Signature (prepared by) Date

_____ _____

Signature Date

Bill Ingraham, Airports Director

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
I. AESTHETICS Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	X	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	X	☐

SUBSTANTIATION (check __ if project is located within the viewshed of any Scenic Route listed in the General Plan):

a) According to the general plan for San Bernardino County and the Chino Sphere of Influence: Subarea 2 Draft Environmental Impact Report (Subarea 2 EIR), the proposed project will have no impact on a scenic vista. The proposed project will occur on land that has been previously disturbed and is currently being utilized for Airport uses. It is not anticipated that this area includes a "unique or unusual feature which comprises an important or dominant portion of the viewshed" nor would the project in and of itself substantially degrade the quality of the site's current scenic properties.

b) According to the general plan for the County and the Subarea 2 EIR, the proposed project is not located in close proximity to a state scenic highway. The nearest state scenic highway is State Route 71 which is located approximately two miles from Chino Airport.

c) Chino Airport is primarily surrounded by land that is used for agricultural purposes, with the exception of the California Institute for Men which is located west of Airport property. According to *The Preserve Specific Plan for Subarea 2* and the City of Ontario, *Sphere of Influence General Plan*, future plans in the area indicate a transition from agriculture land uses to urban uses.

Proposed improvements at Chino Airport are primarily aviation-related with the exception of planned commercial parcels on the eastern and westernmost portions of Airport property (see **Exhibit 1**). In regards to the planned aviation-related improvements, the visual character and quality of the site will not be degraded as the site is currently used for aviation-related purposes. Future plans for the areas surrounding the Airport have considered the presence of the Airport and planned accordingly. Planned commercial parcels will be developed for aviation-related businesses and the development will likely occur as the rest of the area surrounding the Airport is undertaken, thereby reducing the visual impact.

d) The proposed project will include installation of a Medium Intensity Approach Lighting System with Runway Alignment Identification Lights (MALSR). This lighting system includes lighting for both approach procedures as well as runway end identifier lights. These lights will add minimally to the amount of light emissions coming from the Airport; however, surrounding land use is not densely populated and effects on day or nighttime views is expected to be minimal. As outlined within *The Preserve Specific Plan for Subarea 2*, the area south of the airport will be developed for residential users. Future development plans for this area have taken into consideration the potential impacts of the Airport; therefore, future impacts will be less-than-significant.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
II. AGRICULTURE RESOURCES In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	X	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	X	☐	☐
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	X	☐

SUBSTANTIATION (check __ if project is located in the Important Farmlands Overlay):

a) The proposed property acquisition of the land contained within the RPZ will include the acquisition of prime farmland. These areas will remain undeveloped through the planning period as described within the Chino Airport Master Plan and depicted on **Exhibit 1**. The Airport proposes to acquire land which is currently being planned for non-agriculture use as outlined in the Subarea 2 EIR and *The Preserve Specific Plan for Subarea 2* (Specific Plan). According to the document, the areas proposed for acquisition will be converted to airport related/public facility upon approval of the Specific Plan.

b) Coordination with the Department of Conservation and the Southern California Agricultural Land Foundation indicates that Williamson Act contracts are present in the project area. In the event that the airport pursues acquisition of land under a Williamson Act contract, cancellation of the Act will be required. Such an action will require mitigation for the resultant loss of protected agriculture land. Currently, the Southern California Agricultural Land Foundation is working with the City of Chino and the County Department of Real Estate Services toward a mutual goal of establishing a permanent agricultural preserve east and south of the current Chino Airport boundary. The Airport will work with the City to either purchase an easement on portions of this property or donate easements and/or mitigation fees to a local, regional, or state organization or agency whose purpose includes the acquisition and stewardship of agricultural conservation easements.

Mitigation Measure Agriculture - 1:

The Airport will work with the City of Chino and the County Department of Real Estate Services to purchase an easement and/or donate mitigation fees to the agricultural preserve.

c) The existing environment surrounding the Airport is planned for a dramatic change in the years to come. The

The areas to the south and east of Airport property are currently contained within the Chino Dairy Preserve. Current growth trends in the region express a major demand for the development of this area and the City of Chino is preparing a clear and comprehensive guide (*The Preserve Specific Plan for Subarea 2*) for the development of the area. According to this plan, the surrounding areas are planned for uses that are compatible with the proposed projects in the Chino Airport Master Plan.

The projects analyzed within the 1988 EIR included the conversion of approximately 155 acres of Agriculture Preserve area to airport uses within the 1988 EIR. This conversion resulted in a less-than-significant impact. In the current Master Plan, approximately 65 acres of land and a 30-acre easement is proposed to be acquired. This acquisition was not proposed with the 1986 Master Plan and is associated with protecting the runway protection zones to Runways 26L, 8R, 8L, and 3.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
III. AIR QUALITY Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	X	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	X	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	X	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	X
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	X

SUBSTANTIATION (discuss conformity with the South Coast Air Quality Management Plan, if applicable):

a) The Airport is an existing facility and has, therefore, been incorporated in the development of the various air quality management plans within the region. As explained within the Chino Airport Master Plan, the Airport will continue to operate in the manner in which it has in the past. The proposed Airport improvements are expected to have no notable affect on the level or quantity of operations that will occur in the future at Chino Airport. The number of operations and the types of aircraft anticipated at the Airport in the future would be essentially the same with or without the proposed improvements. The extension of Runway 8L-26R would allow for more efficient use of the airport's runway system, thereby lessening the amount of taxi, queue, and approach times for aircraft within the traffic system at the Airport.

b) According to SCAQMD's CEQA Air Quality Handbook, projects with daily operational emissions that exceed any of the long-term operational significance thresholds established by the SCAQMD (e.g., CO [550 pounds/day, ROC (75 pounds/day), NOx (100 pounds/day), SOx (150 pounds/day), and PM10 (150 pounds/day) should be considered significant; however, as discussed above, the proposed improvements at the Airport are anticipated to reduce the aircraft operational times at the Airport, thereby resulting in a potentially beneficial impact on air quality.

An air quality assessment, for the existing and future conditions, was prepared using the FAA and EPA approved Emission Dispersion Modelling System (EDMS), version 4.04. (Attachment C contains an overview of the input materials and summary of the analysis.) Results indicated that SCAQMP Standards are currently, and will be in the future, exceeded by the Airport for CO, ROC, and NOx regardless of whether or not airport improvements are undertaken. As discussed within Section III(a), the proposed runway extension will lessen the amount of time aircraft are held either on the ground waiting for takeoff or in the air waiting for permission to land. This decrease will potentially have a beneficial impact in the future as aircraft operating times will likely be decreased, thereby decreasing the amount of pollutants entering the atmosphere.

For comparative purposes, the EDMS was run for two future scenarios. The first future scenario assumed that the Airport improvements, specifically the runway extension, would not be undertaken. It was assumed that the taxi/queue time for aircraft averages 10 minutes per aircraft. This analysis resulted in the following emissions: CO 3,915.664 tons/yr, ROC 119.694 tons/yr, NOx 67.419 tons/yr, Sox 3.937 tons/yr, and PM10 2.286 tons/yr. The second scenario assumed that the Airport improvements would be undertaken and taxi times would therefore be reduced by two minutes (due to the increased efficiency allowed by the runway extension). This analysis resulted in the following emissions: CO 3,841.871 tons/yr, ROX 111.699 tons/yr, NOx 67.148 tons/yr, Sox 3.857 tons/yr, and PM10 2.286 tons/yr. The development of the Airport improvements under this scenario reduced the CO emissions by 73.793 tons/yr, ROX emissions by 7.995 tons/yr, NOx emissions by 0.271 tons/yr, and Sox emissions by 0.08 tons/yr. The PM10 future emissions remain the same regardless of the proposed improvements. Based on the results of this scenario, positive future air quality benefits may be realized with implementation of the proposed improvements.

Construction-related air quality impacts are also anticipated to be less-than-significant with mitigation since project implementation will be phased as demand warrants. Therefore, all of the proposed Airport improvements will not be undertaken at the same time. **Exhibit 2** depicts the anticipated schedule for Airport improvements. (It must be noted that a project's inclusion into the Airport Master Plan does not guarantee the project will be undertaken. Projects will be completed as demand warrants and funds become available.)

As indicated on **Exhibit 2**, earth-moving activities will likely be undertaken during each phase of development, thereby resulting in a potential increase in particulate matter (dust). These impacts will be mitigated with the use of best management practices (BMPs) during construction phases.

Typically, airports undertake one development project at a time (i.e., taxiway reconstruction). Therefore, construction impacts will be localized to a specific area on Airport property which lessens the potential impact and makes potential air quality impacts easier to control.

Air quality analysis included within the 1988 EIR discussed the three primary regional air pollutants (CO, NO_x, and ROC [Reactive Organic Gases]) which combine to form smog in the basin area. In the previous EIR, CO levels were forecast to reach 2,429 tons/year by 2005 and NO_x was forecasted to reach levels of 67 tons/year by 2005. According to data contained in Attachment C, existing air emissions for CO are approximately 2,502 tons/year and NO_x are approximately 19 tons/year. Therefore, CO levels are slightly greater than what was forecast in 2005; however, NO_x is lower than what was forecast in the 1988 EIR. The 1988 EIR resulted in a

less-than-significant impact to air quality with mitigation. Mitigation measures contained within the 1988 EIR are similar to what is proposed within this initial study.

Mitigation Measure Air Quality - 1

Measures that will be implemented at the Airport to further decrease the impact of Airport operations on air quality include: reducing the use of remote auxiliary power units whenever possible; considering the use of alternative fuel vehicles for on-airport use; and encouraging employees at the airport to utilize car pools whenever possible.

Mitigation Measure Air Quality - 2

A number of measures will also be incorporated during the construction phase of the various projects including: measures to minimize fugitive dust; discontinuing grading activities when winds exceed 30 miles per hour; and balancing cut and fill activities to reduce PM10 emissions associated with loading, transporting, and unloading material.

c) As discussed in the previous sections, the proposed improvements at the Airport have the potential to decrease air quality impacts when compared to not undertaking the proposed improvements. Therefore, the net increase in pollutants at the Airport would be realized regardless of project implementation and would potentially be lessened upon project implementation.

d) The Airport is located in an area composed of commercial, industrial, and farming activities. No sensitive receptors are located in close proximity at the Airport.

e) The proposed improvements at the Airport will not introduce any new uses. The Airport will continue to operate in its' current manner and will not produce emissions different than those currently produced; therefore, the proposed project will not create objectionable odors affecting a substantial number of people.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
IV. BIOLOGICAL RESOURCES Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	X	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	X
c) Have a substantial adverse effect on federally-protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	X	☐

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	X	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	X

SUBSTANTIATION (check if project is located in the Biological Resources Overlay __ or contains habitat for any species listed in the California Natural Diversity Database _X_):

a) A Biological Technical Report was completed in August 2005 to identify impacts to sensitive biological resources. This report is included as Appendix E to this document General reconnaissance surveys and vegetative mapping was conducted. Field studies included focused surveys for the western burrowing owl, habitat assessments for other special-status plants and animals, general raptor surveys, vegetation mapping, and a jurisdictional delineation to identify areas subject to the jurisdiction of the U.S. Army Corps of Engineers and the California Department of Fish and Game.

It was determined within this report that the entire study area is either developed or disturbed from ongoing agricultural operations and other disturbances. The Airport does not contain any native habitats.

Focused surveys were conducted for the following species:

Burrowing Owl

Burrowing owl survey visits were conducted on November 16, 2004, and March 8, April 7, April 27, May 19, May 26, and June 2, 2005. During the initial habitat assessment and surveys conducted in February 2004, biologists observed at least 26 burrowing owls within the airport study area, including what appeared to be nine pairs, and at least eight additional individual owls. Exhibit 5 in Appendix E depicts locations of burrowing owls on-site. During general and focused surveys conducted in 2005, biologists observed six owl pairs, two of which were observed in the same location as in February 2004. Four of the six pairs were confirmed to have successfully nested based on the observation of juveniles at each nesting burrow.

According to the Biological Technical Report, implementation of individual projects associated with the Chino Airport Master Plan has the potential to impact occupied burrowing owl habitat. In addition, without adequate measures, implementation of individual projects has the potential to result in direct impacts to burrowing owls. However, with implementation of the following mitigation measures, these impacts to the burrowing owl should be less-than-significant.

Mitigation Measures Biological Resources - 1

Prior to development on Airport property, the following action will be undertaken:

- *A qualified biologist will conduct a habitat assessment of the affected area. If burrowing owls are found, focused surveys will be completed following CDFG protocol. Should suitable habitat be identified in the construction area, but burrowing owls are not identified through surveys, pre-construction surveys should be conducted no more than 30 days prior to grading of the site.*

Should impacts to the Burrowing Owl be unavoidable, the following mitigation measures should be followed. These mitigation measures mirror those implemented by the City of Chino.

- *Occupied burrows will not be disturbed during the nesting season unless a qualified biologist can determine that the egg-laying and/or incubation period has begun or that the juveniles are capable of independent survival.*

- *Individual projects will identify suitable areas for relocation. Passive relocation in areas that are planned as open areas in close proximity to existing burrows is preferred. Replacement burrows, natural or artificial, will be provided at a 2:1 ratio.*

- *Artificial burrows will be constructed following guidelines provided by CDFG.*

- *Owls burrows located in an impacted area will be fitted with a one-way door for one week to ensure that the burrows have been vacated.*

- *Hand tools should be used (when feasible) when evacuating burrows and the burrows should be filled to prevent reoccupation.*

Mitigation Measures Biological Resources - 2

The Airport will prepare and adopt a Burrowing Owl Management Plan as a stand-alone document for implementation of the various burrowing owl measures and mitigation. The Plan will address the responsibilities of the individual developer, describe survey and relocation protocols, and establish Airport maintenance procedures.

Southwestern Pond Turtle

General biological surveys were performed on February 19 and November 16, 2004. This species was not observed during these field visits; however, previous sightings of the species at the ruderal drainage area located in the southern portion of the property, immediately north of Kimball Avenue and west of the extension of Grove Street have been documented. As outlined within the report, a single proposed development project would impact this area. It was documented within the Biological Report that the area where the species was sighted is not typical habitat for the species as the site does not contain ponding areas or other seasonal/perennial water sources usually associated with this species' habitat. If pond turtles are present, they would be considered an isolated population that may have limited reproductive ability based on the low quality of habitat. Impacts to the pond turtle, if present, and the loss of the habitat would be considered to be less-than-significant.

Mitigation Measures Biological Resources - 3

Prior to development in the drainage area, a qualified biologist will conduct a trapping study. If pond turtles are captured during this effort, the biologist will coordinate with CDFG to find suitable relocation sites.

Nesting/Migratory Birds

During the general biological surveys performed on February 19 and November 16, 2004 and the vegetation mapping on April 7, June 2, and June 23 of 2005, it was noted that the site does contain trees, shrubs, and ground cover that provide suitable habitat for nesting migratory birds, including raptors. Implementation of various projects within the Master Plan would result in the removal of this habitat. Adequate mitigation measures would be required to avoid direct impacts to nesting birds.

Mitigation Measures Biological Resources - 4

When possible, the removal of potential nesting vegetation will occur outside nesting season. A qualified biologist will conduct a nesting bird study if this is not feasible. Surveys should be conducted no more than three days prior to removal date. If active nests are found, buffers will be established around the vegetation (300 feet for raptors, 50 feet for all other birds). Construction activities impacting the nests will be postponed until the nest is no longer active.

Raptor Habitat

A general raptor survey was conducted on November 16, 2004 and April 24, 2005. These surveys were conducted to identify species using the property for foraging habitat, as well as identify location of nesting raptors. Implementation of projects identified within the Master Plan will result in the loss of raptor foraging habitat. Affected habitat includes low quality agriculture areas; however, after implementation of the Master Plan, approximately 480 acres of undeveloped areas will remain, providing adequate foraging habitat for raptors.

Mitigation Measures Biological Resources - 5

Windrows proposed for removal that provide raptor habitat shall be replaced in a manner supportive of raptor habitat.

b, c) A jurisdictional delineation was completed on June 23, 2005. Results from this delineation are contained within the Biological Technical Report. This report identified two drainage areas within the study area. These areas, depicted on Exhibit 6 within Appendix E, equal approximately 0.86 acres.

To isolate project-specific impacts to COE and CDFG jurisdictional waters, future projects at the airport have been broken down into three categories: Runway expansion (Airport project) which would impact approximately 0.21 acre; Aviation related (Private project) which would impact approximately 0.50 acre; and Aircraft storage (Private project) which would impact approximately 0.16 acre. Each of these projects will require a Section 1600 Streambed Alternation Agreement from CDFG.

Since the runway expansion project would impact less than 0.50 acre of Corps jurisdiction, the project is expected to qualify for authorization under the Nationwide Permit Program (NWP) 14 for Linear Transportation Projects.

The private development projects may also be eligible for authorization under one or more NWPs depending

depending on the specifics of each project. Projects not eligible under the NWP program must obtain an Individual Section 404 Permit from the Corps.

Mitigation Measures Biological Resources - 6

Project-specific jurisdictional delineations will be completed prior to construction in areas which have been identified as contained water resources. Individual projects will need to obtain the appropriate permits, certificates, and agreements from the Corps and CDFG. These may include a Section 404 permit, Section 401 certification, and a Section 1600 Agreement. As needed, project-specific impacts to jurisdictional waters will be mitigated at a 1:1 ratio in a manner approved by the Corps, CDFG, and the Regional Board.

d) It is not foreseen that the project will substantially inhibit the movement of native species. Areas within the Airport property boundary are currently developed and future development will occur adjacent to these currently developed areas, resulting in a continuous development as opposed to scatter development. According to the Chino Subarea 2 EIR, wildlife movement within the developed and agricultural areas is dominated by opportunistic species (fox, opossum) and movement appears to be low as a result of the large population of domestic dogs.

e, f) The City of Chino currently has a mitigation plan to reduce and minimize impacts to the Burrowing Owl. Protocols outlined within this plan are designed to lessen any potential impacts to this species. These mitigation measures were used as guidance while developing mitigation measures for Airport development projects.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
V. CULTURAL RESOURCES Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	X	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	X	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	X
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	X

SUBSTANTIATION (check if the project is located in the Cultural _ or Paleontologic _ Resources overlays or cite results of cultural resource review):

a) Contact with the local California Historical Resources Information System (CHRIS) office indicated the presence of a historic structure on Airport property. The Cal-Aero Flight Academy was developed in 1940, and until 1945, the Academy trained air pilots and built runways, hangars, and tiedowns for the school. The proposed project at Chino Airport does not involve the razing of these buildings. Any construction undertaken near the buildings will be conducted with extreme caution as not to disturb these buildings.

b) Previous surveys on Airport property have not recorded any archaeological resources. The 1988 EIR prepared for the County found no evidence of prehistoric use of the area nor were any buried remains detected during a surface reconnaissance. A cultural resources survey conducted during the preparation of the Subarea 2 EIR states that the areas surrounding the Airport have a very low sensitivity for prehistoric and historic resources. Furthermore, of the archaeological resources that were found in the area, all but one were located adjacent to permanent watercourses.

As required by the State Historic Preservation Officer (SHPO), if archaeological resources are discovered during construction of the proposed improvements, construction will be halted and an on-site inspection by a qualified archaeologist will be performed.

c, d) The Airport is not contained within the Cultural or Paleontological Resource Overlay. There are no known paleontological sites within the study area, nor are there any known human remains or formal cemeteries within the proposed project area.

VI. GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	X
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	X
ii) Strong seismic ground shaking?	☐	☐	☐	X
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	X
iv) Landslides?	☐	☐	☐	X
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	X	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	X
d) Be located on expansive soil, as defined in Table 18 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	X

SUBSTANTIATION (check __ if project is located in the Geologic Hazards Overlay District):

a) According to the Geologic Hazards Overlay District, the Airport is not located within a geologic hazard area. *The San Bernardino County General Plan* defines a geologic hazard area as an area including: seismic activity (earthquake-induced phenomena such as fault rupture, ground shaking, liquefaction, seismically generated subsidence, seiche, and dam inundation), landslide/mudslide (or mudflow), non-seismic subsidence, erosion, and volcanic activity.

b) The areas proposed for development consist primarily of Chino silt loam (Cb). This soil type is nearly level and runoff is slow or very slow. The hazard of erosion is slight. The southeast portion of Airport property, along Grove Avenue, consists of Chaular clay loam 2 to 9 percent slope (CkC), Chaular clay loam 9 to 15 percent slope (CkD), and Grangeville fine sandy loam (Gr). CkC is a moderately sloping soil with a runoff rate which is slow to medium; the hazard of erosion is slight-to-moderate if the soil is left exposed. CkD is a strongly sloping soil with a medium runoff rate with an erosion hazard of moderate-to-high. Gr is a nearly level soil with a slow runoff rate with a slight hazard of erosion.

The majority of the area planned for development consists of Cb soils; therefore, soil erosion impacts are anticipated to be less-than-significant.

c) Impacts are identical to those identified within the 1988 EIR. It was found that impacts on earth resources would not result from proposed projects, as underlying soils are considered stable for project construction, the site is not underlain by any known faults, and liquefaction and tsunami potential is low.

d, e) According to the Natural Resource Conservation Service, the soils are not considered expansive and are capable of supporting septic tanks and waste water disposal systems.

VII. HAZARD AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	X	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	X	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	X	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	X

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	X
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	X

SUBSTANTIATION:

a, b) The proposed project involves uses which provide fuel and maintenance services. For the most part, an incident such as fire, equipment failure, or an accident which would ignite the stored fuel are regarded as catastrophic events that are possible, although their probability of occurring at any given time or geographic point is remote and cannot be directly anticipated. Regulations regarding the design and operation of fuel facilities and the use of hazardous materials exist on the federal, state, county, and local levels.

Impacts are considered to be significantly less than those outlined in the 1988 EIR as a new fuel farm was evaluated in the 1988 EIR. As discussed in the 1988 EIR, projects which include the handling and/or storage of hazardous substances require special permitting and business plans. The proposed projects included in the Master Plan do not include new fuel or other hazardous material storage facilities.

c) Coordination received from the Department of Transportation has identified a proposed school within a quarter-mile of Airport property. The proposed school site is located 675 feet south of Kimball Avenue. Fuel facilities existing on the airport are located on the north-central portion of Airport property near Merrill Avenue. The location of the fuel facility is at a distance greater than one-quarter mile from the proposed school site; therefore, impacts are considered to be less-than-significant. Changes to the existing fuel facility are not proposed within the Master Plan.

d) The project is not on a site which is located on a list of hazardous materials sites according to Government Code Section 65962.5.

e) The proposed project is located on an existing site used for aviation purposes. Proposed improvements at Chino Airport would not increase any safety hazards for individuals working at or within the vicinity of the Airport.

f) The project is not located within the vicinity of a private airstrip.

g) *The San Bernardino County General Plan* addresses evacuation routes with the objective of ensuring accessibility to areas should a natural disaster occur. It is outlined in the plan that all major highways will serve as potential evacuation routes should a disaster occur. It is not foreseeable that the improvements proposed at Chino Airport will have an affect on the *County Emergency Management Plan*.

h) The facility improvements for Chino Airport, in and of themselves, will not expose people or structures to an increased chance of wildfires. The surrounding area is not considered to be wildlands.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
VIII. HYDROLOGY AND WATER QUALITY Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	X
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	X	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	X	☐	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	X	☐	☐
f) Otherwise substantially degrade water quality?	☐	☐	X	☐
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	X

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	X
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	X

SUBSTANTIATION:

a) The Airport is currently in compliance with state and federal water quality standards and has obtained necessary permits for the operation of the Airport. These permits will be modified as necessary to reflect proposed development.

b) The Airport is not located within a groundwater recharge area and the proposed development will not require an increase in use of groundwater resources.

c, d, e) Development, as outlined within The Chino Airport Master Plan and depicted on **Exhibit 1**, will include new pavement as well as the removal of existing pavement. The capital improvement program for the Airport includes plans for improvements to support the increase of wastewater and runoff associated with future improvements at the Airport. Stormwater drainage at the Airport is accomplished through the channeling of surface runoff into pipes or culverts which lead to regional basins and flood control areas. Proposed structures at Chino Airport will be using these same systems; in the event that the drainage system exceeds capacity, proper water detention basins and other control methods will be installed.

Mitigation Measures Hydrology and Water Quality - 1

Mitigation measures that will be implemented at the Airport include plans for improvements to support the increase of wastewater and runoff associated with future improvements at the Airport. In the event that the drainage system exceeds capacity, proper water detention basins and other control methods will be installed.

As the Airport obtains the necessary local permits for the proposed development, additional mitigation measures may be required. These measures will be determined on a project-by-project basis and incorporated as necessary.

f) Any required drainage improvements will ensure adequate on-site and downstream storm protection. Acquisition of proper permits at the federal, state, and local levels will ensure the protection of water quality both during construction and operation of the proposed improvements.

Current development projects will result in a similar increase in impervious surfaces than was evaluated within the 1988 EIR. The storm drain improvements proposed within the 1988 Master Plan have been carried forward to the current Master Plan. Evaluation of these improvements within the 1988 EIR resulted in a less-than-significant impact on water quality.

g, h) The projects proposed by the Master Plan do not include the construction of housing, nor is housing currently located on Airport property. According to the National Flood Insurance Program Flood Insurance Rate Map, portions of the Airport are included in Zone D (areas in which flood hazards are undetermined). Correspondence received from the San Bernardino County Director of Airports indicates that the Airport is not in the 100-year floodplain.

i) The proposed Airport improvements do not include the construction of a levee or dam. Additionally, the development of the proposed Airport improvements will not impact any dams or levees in the Chino area.

j) The Airport's inland location precludes seiche or tsunami hazards. Mudflows are not a hazard due to the geography of the area.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
IX. LAND USE AND PLANNING Would the project:				
a) Physically divide an established community?	☐	☐	☐	X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	X

SUBSTANTIATION:

a) The project will not divide an already established community as the proposed property acquisition and easement are located in areas that are primarily agricultural in use.

b) The proposed project is in compliance with current land use plans. According to *The Preserve Specific Plan*, land use to the west of the Airport is planned as an urban reserve. Land use south and east of the Airport is planned for general industrial use and medium/high-medium density residential; land immediately adjacent to the Airport, to the south and east, is specifically designated for airport-related uses. *The City of Ontario Sphere of Influence Land Use Plan* designates low density residential and industrial/business park to the north.

Proposed projects continue to be consistent with local and county plans and policies and are similar to projects outlined within the 1988 EIR. No impacts are anticipated.

c) The County and City currently do not have habitat conservation plans or natural community conservation plans.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
X. MINERAL RESOURCES Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	X

SUBSTANTIATION (check X if project is located within the Mineral Resource Zone Overlay):

a, b) Mineral resources in the area are classified as MRZ-3, according to the County's Mineral Resource Overlay Zone. MRZ-3 surrounds the Airport except on the south side where aggregate materials are found. MRZ-3 is an area containing known or inferred mineral occurrences of undetermined mineral resource significance. Aggregate classification is given to areas where materials such as sand, gravel, or other materials used for construction purposes are found. MRZ-3 is not considered to be a valuable resource as it is classified as undetermined; however, further exploration work could result in the reclassification of MRZ-3 land to another category.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
XI. NOISE Would the project result in:				
a) Exposure of persons to, or generation of noise levels in, excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	X
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	X	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	X
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	X	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	X	☐
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	X

SUBSTANTIATION (check if the project is located in the Noise Hazard Overlay District X or is subject to severe noise levels according to the General Plan Noise Element ___):

a, e) *The San Bernardino County General Plan*, places the level of significance for residential noise at 60 CNEL (Community Noise Equivalent Level)and institutional noise level standards are set at 65 CNEL. The existing 60 CNEL noise contours encompasses agricultural uses as well as a portion of the California Institute for Men. These land uses are considered compatible within the 60 CNEL noise contour. Only

airport-related facilities are contained within the 65 CNEL noise contour. Existing noise contours are depicted on Exhibit D1.

Noise contours prepared for The Chino Airport Master Plan indicate that one residence is contained within the future 60 CNEL noise contour as depicted on Exhibit D2. It should be noted, however, that this residence was included in the 1986 Master Plan 65 CNEL noise contour and was analyzed within the 1988 EIR. Attachment D contains the existing and future noise contours developed in October 2002 for the Chino Airport Draft Master Plan.

An increase in noise will be experienced during the construction phases of project implementation. This can include earth-moving machinery and grading equipment. Construction noise will be temporary and will be controlled to daytime hours in order to decrease levels of impact.

Existing and future noise contours are significantly smaller than those forecast within the 1988 EIR. The 60 CNEL contour is not depicted on noise contour maps from 1988; however, the 65 CNEL contour forecast for 2005 extends well beyond the 2001 existing 65 CNEL noise contour. Within the 1988 EIR, mitigation was required due to the presence of noise-sensitive development within the 65 CNEL noise contour. As stated above, there is one future impact to a residence within the 60 CNEL; however, this will not result in any new impacts to noise-sensitive developments as this impact was analyzed within the 1988 EIR.

b) Persons exposed to groundborne vibration or groundborne noise levels are associated with the operation of the Airport and proper safety measures have been implemented at the Airport to ensure a safe working environment.

c) Forecasts calculated in the Chino Airport 2002 Master Plan indicate that future operational levels will be the same regardless of the proposed improvements. Therefore, future noise levels will primarily be the same with or without the proposed improvements. When compared to the forecasts within the 1988 EIR, the types of aircraft planned to use the Airport in the future are a great deal quieter than what was previously modeled. This change in fleet mix at the Airport is reflected in the smaller noise contours depicted on Exhibits D1 and D2 in Attachment D.

d) Temporary increases in ambient noise levels of the project area will be realized during the construction of the various project components. As discussed within Section III(b), and depicted on **Exhibit 2**, the proposed improvements will be constructed in phases over the long term master planning horizon. The improvements will not all be constructed at once. Noise impacts resulting from construction will typically be localized to the section of the Airport that is being improved.

Ambient noise levels will increase during the construction phases of the various project components; however, construction will typically occur during daytime hours and will be localized to Airport property.

f) The project is not located within the vicinity of a private airstrip.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
XII. POPULATION AND HOUSING Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	X

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	X	☐

SUBSTANTIATION:

a) The proposed projects at Chino Airport will not cause a substantial population growth either directly or indirectly. The projects involve the improvement of existing Airport facilities to meet the current demand at the Airport and prepare for future needs at the Airport as outlined within The Chino Airport Master Plan. These improvement projects, in and of themselves, will not stimulate local population growth.

b, c) The proposed projects do not include the purchase of residences nor will they necessitate the construction of housing elsewhere. The project does include the acquisition of approximately 54 acres beyond Runway 8L-26L. This property includes a substantial portion of property from a single land owner who currently operates a dairy from this property. Upon acquisition of this property, all provisions outlined under the *Uniform Relocation Assistance and Real Property Acquisition Policies Act* (URAPAPA) of 1970 will be followed.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
XIII. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	X
Police protection?	☐	☐	☐	X
Schools?	☐	☐	☐	X
Parks?	☐	☐	☐	X
Other public facilities?	☐	☐	☐	X

SUBSTANTIATION:

a) The proposed project will not result in the demand for new or physically altered police protection, schools, parks, or other public facilities. As a result of the development planned for the Airport, as well as the

surrounding community, the Chino Valley Fire District plans to expand service which will include a facility at the Airport. This facility is a condition of development of Chino Subarea 2 and will be built prior to the 1,350th home being built. This facility will meet the increasing need for protection at the Airport as well as within the planned community and will house a municipal type fire engine and assigned firefighting personnel. The site of this fire station will need to be located on the south side of Airport property to provide access to all service areas.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
XIV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	X

SUBSTANTIATION:

a, b) The projects contained within the Airport Master Plan will not increase the use of existing parks or other recreational facilities nor will it require the construction or expansion of recreational facilities.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
XV. TRANSPORTATION/TRAFFIC Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	X	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	X	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	X

e)	Result in inadequate emergency access?	☐	☐	☐	X
f)	Result in inadequate parking capacity?	☐	☐	☐	X
g)	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	X

SUBSTANTIATION:

a) The proposed project includes the construction of hangar facilities in the southern and western portions of Airport property. These hangar facilities are planned for the intermediate and long term planning horizons and will include extended auto parking and access. However, the increase in traffic load is not expected to be substantial as the Airport currently lacks adequate parking facilities for Airport users. Within Subarea 2 EIR, both Kimbell Avenue and Merrill Avenue are planned to be improved to accommodate for future growth of the area. Activity at the Airport was considered during the development of these plans.

Projects analyzed within the 1988 EIR included the construction of new access and circulation roads as well as improvement projects for existing roads surrounding the Airport. These projects have been undertaken; therefore, current projects will benefit from these improvements. The 1988 EIR resulted in a less-than-significant finding for traffic impacts.

A temporary increase in traffic, consisting of construction vehicles, will occur during the various project implementation phases. This impact is not anticipated to be substantial nor is it expected to overload the capacity of the street system.

b) To evaluate the efficiency of traffic operations on roadways, Level of Service (LOS) increments have been designated for the area. The City of Chino has established a LOS D for all roads and intersections. Within the Subarea 2 EIR, an intersection analysis was conducted for the four roads adjacent to the Airport (Euclid Avenue, Kimball Avenue, Merrill Avenue, and Grove Avenue). The intersections at Euclid Avenue and Kimball Avenue, as well as the intersections at Euclid Avenue and Merrill Avenue, have a LOS of B. Kimball Avenue and Grove Avenue intersection as well as Merrill Avenue and Grove Avenue have a LOS of A.

As described within the Subarea 2 EIR, LOS decrease with implementation of projects is outlined within *The Preserve Specific Plan*. However, the LOS forecast for the year 2010 with implementation of project improvements continues to operate at, or better than, the acceptable LOS D. Grove Avenue and Kimball Avenue, as well as Euclid Avenue and Kimball Avenue, will decrease to LOS C, and Grove Avenue and Merrill Avenue will decrease to LOS B. Euclid Avenue and Merrill Avenue will continue to operate at LOS B.

Airport improvements proposed within the Chino Airport Master Plan are not anticipated to have a significant impact on the LOS of the surrounding roads and intersections. Future plans for the development of the surrounding areas include the improvement of affected roads in order to tolerate the increase of traffic resulting from the planned development of the entire area. Activity at the Airport was considered during the development of these plans.

c) Air traffic patterns at Chino Airport will not be affected. The proposed projects, in and of themselves, will not cause an increase in air traffic levels nor result in a substantial safety risk.

d) The projects, with the exception of land acquisition and easements, will occur entirely on Airport property and

and are not anticipated to create a hazard due to design features nor will they introduce an incompatible use to the area. Proposed roads and parking areas developed on the Airport for access to the proposed landside facilities will be constructed according to current road safety standards and are not anticipated to result in hazards or incompatible uses.

e) Facility improvements at Chino Airport will not impede upon emergency access routes nor cause inadequacy in future emergency access.

f) The development of new parking facilities is included in the Master Plan to meet future parking demands at the Airport.

g) Alternative transportation will not be affected as a result of these improvements.

XVI. UTILITIES AND SERVICE SYSTEMS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	X	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	X	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	X	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	X	☐
f) Be served by a landfill(s) with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	X	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	X

SUBSTANTIATION:

a) Wastewater disposal at Chino Airport is provided by the City of Chino. The proposed improvements will increase wastewater treatment requirements by a deminimus amount.

b) The construction of a new wastewater facility as a result of these improvements will not be necessary; however, expansion of current Airport facilities to the project development areas will be needed. The amount of wastewater will not be significantly increased as a result of the proposed projects.

c) As part of the current capital improvement plan at the Airport, the necessary improvements are underway to support the increase of wastewater and runoff associated with future improvements to the Airport.

d) The City of Chino provides the Airport with imported water supplied by Inland Empire Utilities Agency (IEUA). Future developments at Chino Airport will need to include expanded water lines to the project development areas. As the development of surrounding areas occurs, expanded facilities will need to concur. Demand for potable water will not significantly increase.

e) These improvements are not anticipated to cause significant environmental impacts. Proposed improvements are not forecast to increase the number of operations conducted at the Airport. The capacity of wastewater treatment demand for the Airport is the same regardless of the proposed improvements.

f) Solid waste is not expected to increase significantly as a result of the proposed projects.

g) The Chino Airport will continue compliance with federal, state, and local statutes and regulations.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
VII. MANDATORY FINDINGS OF SIGNIFICANCE—				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	X
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	X	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	X

SUBSTANTIATION:

a) No federal or state threatened or endangered species, nor species of special concern have been identified as occurring on Airport property, nor is any unique habitat present at the Airport. As the Airport currently exists and the proposed improvements are adjacent to the built area, no change to the range of any rare or endangered species is expected with implementation of the proposed project elements. Although some buildings have been identified by the local CHRIS office as historical, the proposed improvements do not include any alterations to these buildings.

b) Mitigation measures have been identified to ensure that potential impacts are not cumulatively considerable. Development of the projects contained within the master plan could have potential cumulative impacts to biological, agricultural, air, and water resources. However, these impacts can be mitigated to less-than-significant impacts. In addition, development projects that are planned to occur in the area surrounding the Airport have been analyzed in separate environmental documents and specific mitigation plans have been outlined to reduce any impacts resulting from these developments.

Implementation of the proposed improvements will result in a decrease in air emissions when compared to the no action alternative; however, these emissions will remain outside the region's thresholds. Implementation of the proposed projects, in conjunction with quieter aircraft, will result in a decrease in future noise contours. Biological resources, including wetlands and riparian habitats, were surveyed and the results were documented in the Biological Technical Report. Within this report, it was determined that with pre-construction surveys and properly enforced mitigation measures and permitting, that these impacts would be less-than-significant. Finally, the increase in vehicle trips is not expected to result in the decline of the Level of Service of any intersection within the study area; however, it may result in a cumulative impact when added to traffic generated by other projects in the area. For the most part, projects contained within the current Master Plan are similar to those evaluated within the 1988 EIR, with the exception of the runway extension.

Best Management Practices need to be implemented during construction of the improvements. In addition, all building construction needs to be approved for building and fire code requirements. All local standards, with regards to fire and other safety codes, must be followed.

c) No environmental effects have been identified which will cause substantial adverse effects on human beings. The Airport does and will continue to operate in compliance with all federal, state, regional, and local environmental requirements.

XVIII. MITIGATION MEASURES

(Any mitigation measures which are not 'self-monitoring' shall have a Mitigation Monitoring and Reporting Program prepared and adopted at time of project approval.)

Mitigation measures are outlined within the various impact category discussions. Mitigation measures have been identified for agricultural resources, air quality, water quality, and biological resources.

REFERENCES (List author or agency, date, title)

Glenn Lukos Associates for the County of San Bernardino Department of Airports, Biological Technical Report for the Chino Airport Master Plan, 2005

Alquist-Priolo Special Studies Zone Act Map Series (PRC 27500)

California Department of Water Resources, Bulletin #118 (Critical Regional Aquifers), 1975.

CEQA Guidelines, Appendix G

California Standard Specifications, July 1992

County Museum Archaeological Information Center

County of San Bernardino, Countywide Integrated Waste Management Plan, March 1995

County of San Bernardino Development Code, 1998

County of San Bernardino General Plan, adopted 1989, revised 1998

County of San Bernardino Hazard Overlay Maps; Important Farmlands Overlay, Biologic Resources Overlay, Geologic Hazards Overlay, Mineral Resource Overlay, Noise Hazard Overlay

County of San Bernardino Identified Hazardous Materials Waste Sites List, April 1998

County Road Planning and Design Standards

Federal Emergency Management Agency Flood Insurance Rate Map and Flood Boundary Map

Mojave Desert Air Quality Management District, Mojave Desert Planning Area – Federal Particulate Matter (PM10) Attainment Plan, July 1995

Mojave Desert Air Quality Management District, Rule 403.2: Fugitive Dust Control Planning Area, July 1996

South Coast Air Quality Management District, CEQA Air Quality Handbook, November 1993

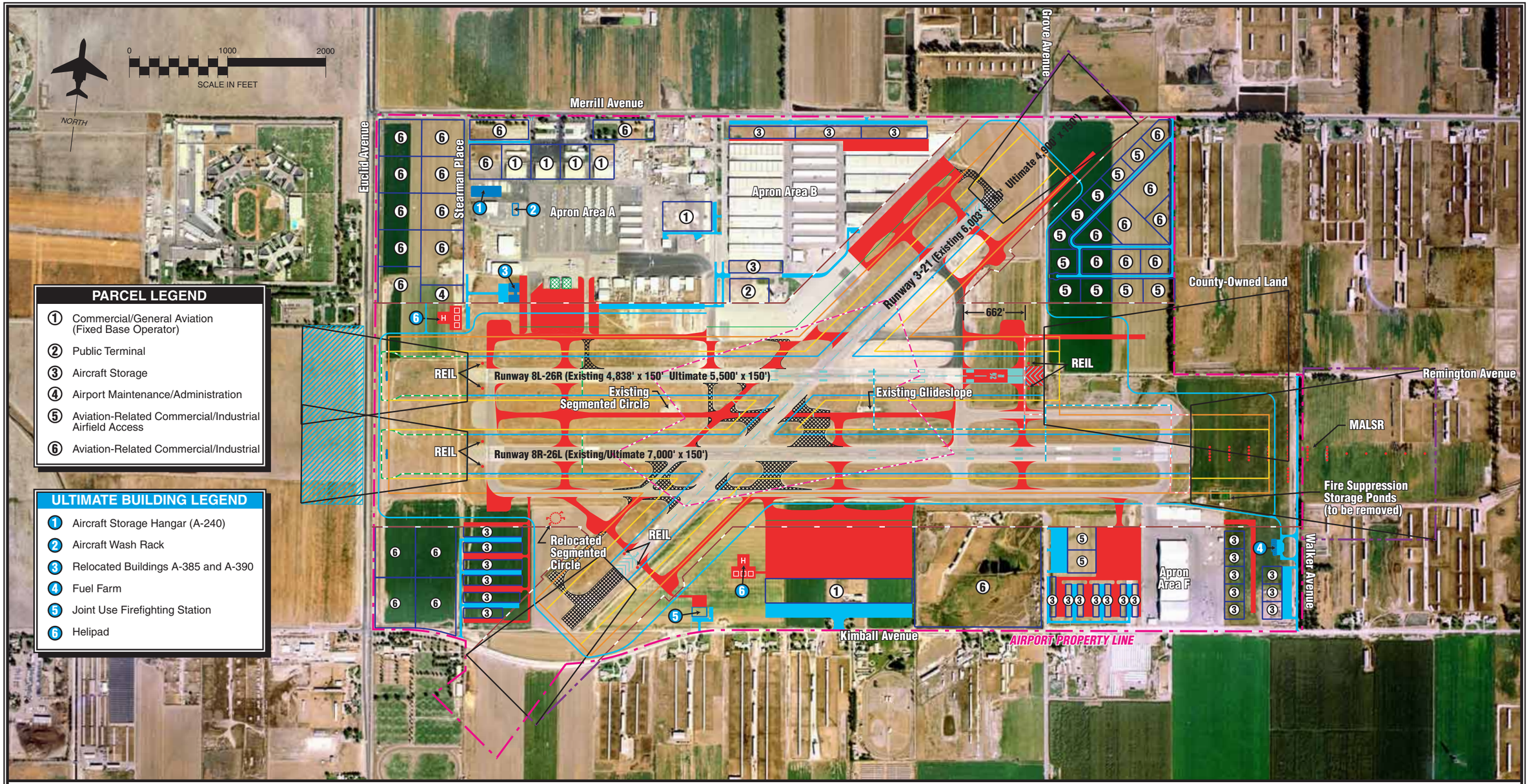
LSA Associates for the County of San Bernardino, Environmental Impact Report, September 1988

Michael Brandman Associates for the City of Chino, Chino Subarea 2 the Preserve Subarea 2 Draft Environmental Impact Report, September 2001

Coffman Associates for the County of San Bernardino, Airport Master Plan Draft Final, October 2002

The Planning Center for the City of Chino, The Preserve Specific Plan, March 2003

00MP16-1-7/10/03



PARCEL LEGEND

1. Commercial/General Aviation (Fixed Base Operator)
2. Public Terminal
3. Aircraft Storage
4. Airport Maintenance/Administration
5. Aviation-Related Commercial/Industrial Airfield Access
6. Aviation-Related Commercial/Industrial

ULTIMATE BUILDING LEGEND

1. Aircraft Storage Hangar (A-240)
2. Aircraft Wash Rack
3. Relocated Buildings A-385 and A-390
4. Fuel Farm
5. Joint Use Firefighting Station
6. Helipad

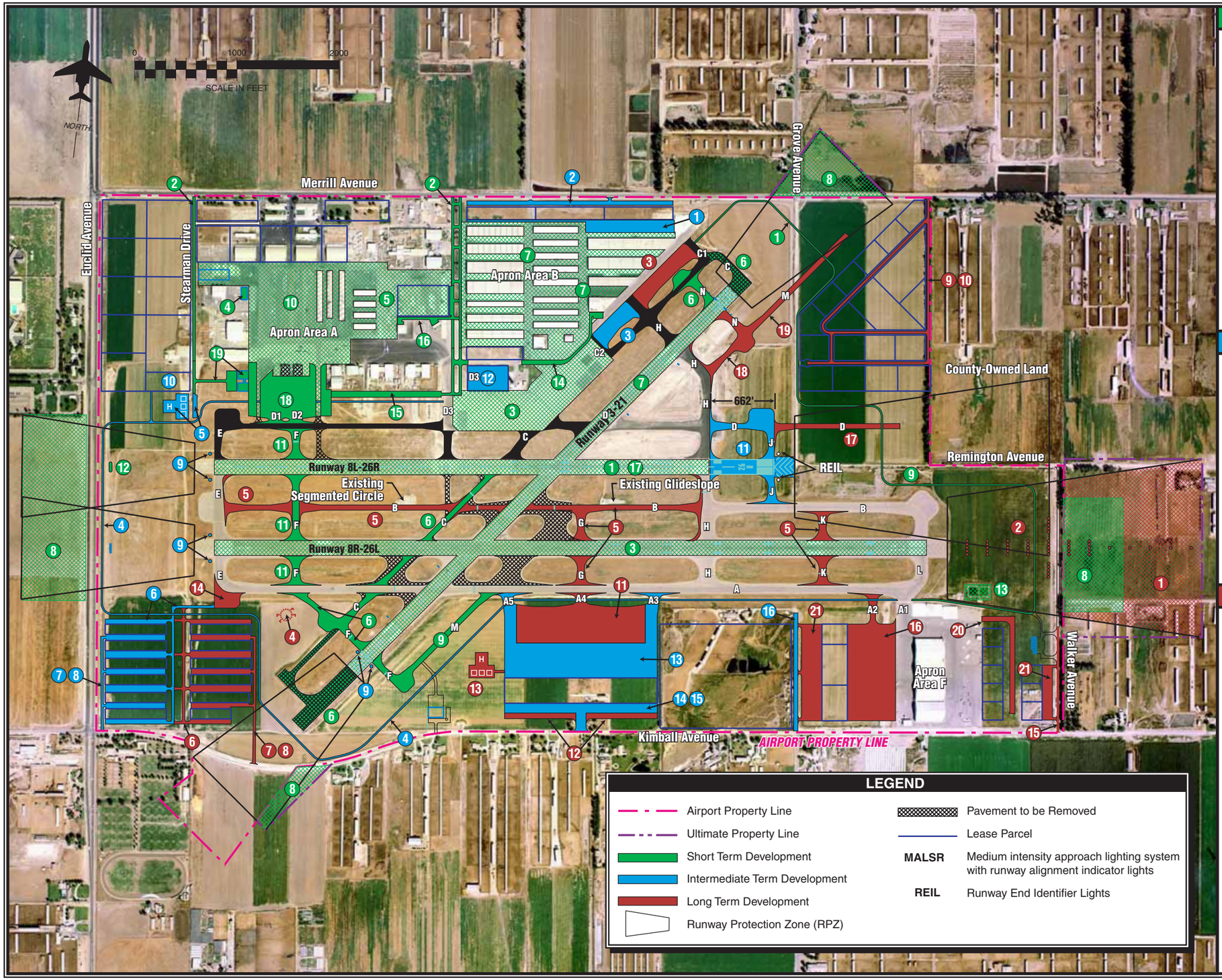
LEGEND

- Airport Property Line
- Ultimate Property Line
- Object Free Area (OFA)
- Runway Safety Area (RSA)
- Obstacle Free Zone (OFZ)
- Building Restriction Line (BRL)
- Localizer Critical Area
- Precision Object Free Area
- Glideslope Critical Area
- Runway Visibility Zone
- Runway Protection Zone (RPZ)
- Ultimate Airfield Pavement
- Ultimate Roads/Parking
- Pavement to be Removed
- Building to be Removed
- Aircraft Parking Limit
- Lease Parcel
- Ultimate Avigation Easement
- **MALSR** — Medium intensity approach lighting system with runway alignment indicator lights
- **REIL** — Runway End Identifier Lights

CHINO AIRPORT

Exhibit 1
MASTER PLAN CONCEPT

00MP16-2-7/11/03



SHORT TERM PLANNING HORIZON

1. Reconstruct Runway 8L-26R / Construct Perimeter Service Road - Phase I
2. Reconstruct Cal Aero Drive and Stearman Drive
3. Pavement Preservation Itinerant Ramp, Runway 8R-26L, and Taxiways
4. Construct Wash Rack
5. Reconstruct Northwest Apron
6. Reconstruct Taxiway C from Runway 8L-26R to Runway 3 end/ Relocate Runway 3 and 21 Ends/Construct New Taxiways
7. Pavement Preservation Runway 3-21, Taxilanes North of ATCT
8. Acquire Avigation Easements and Property Fee Simple to Protect RPZs
9. Construct Taxiway M South of Runway 8R-26L / Construct Perimeter Service Road - Phase II
10. Reconstruct Northwest Taxilanes and Itinerant Apron
11. Construct Taxiway F
12. Relocate Localizer Outside Runway 8L-26R Runway Safety Area
13. Remove Fire Storage Ponds
14. Construct Public Access Road To Building B-350
15. Construct Public Access Road To Building A-485
16. Construct Public Access Road To Building A-545
17. Pavement Preservation Runway 8L-26R and Taxiways
18. Relocate Taxiways A and AA / Expand Apron
19. Relocate Buildings A-385 and A-390 / Construct Access and Parking

INTERMEDIATE TERM PLANNING HORIZON

1. Expand Apron Area B North
2. Construct North Hangar Parcel Parking and Access
3. Expand Apron Area B East -Phase I
4. Construct Perimeter Service Road - Phase III
5. Construct North Helipad and Automobile Parking
6. Construct Southwest Hangar Taxilanes - Phase I
7. Extend Utilities to Southwest Hangars - Phase I
8. Construct Southwest Hangar Automobile Parking and Access - Phase I
9. Install REILs Runways 8R, 8L, 3
10. Construct Airport Maintenance/Administration Facility
11. Extend Runway 26R and Taxiway D 642 Feet East
12. Construct Public Terminal Building
13. Construct South Apron - Phase I
14. Extend Utilities to South Apron
15. Construct South Apron Automobile Parking and Access - Phase I
16. Rehabilitate Grove Avenue

LONG TERM PLANNING HORIZON

1. Fee Simple Acquisition of Runway 26L RPZ
2. Install MALSR
3. Expand B Apron -Phase II
4. Relocate Segmented Circle/Lighted Wind Cone
5. Construct Center Parallel Taxiway and Exit Taxiways
6. Construct Southwest Hangar Taxilanes - Phase II
7. Construct Southwest Hangar Auto Parking and Access - Phase II
8. Extend Utilities to Southwest Hangars - Phase II
9. Construct Northeast Public Roadways
10. Extend Utilities to Northeast Parcels
11. Construct South Apron - Phase II
12. Construct South Apron Auto Parking and Access - Phase II
13. Construct South Helipad
14. Construct Holding Apron South of Runway 8R
15. Construct Portion of Walker Avenue - Extend Utilities
16. Construct Southeast Apron
17. Extend Taxiway D East
18. Construct Northern Portion of Taxiway M
19. Extend Taxiway M Northeast
20. Construct Southeast Taxilane
21. Construct Southeast Apron Parking and Access

LEGEND

- Airport Property Line
- Ultimate Property Line
- Short Term Development
- Intermediate Term Development
- Long Term Development
- Runway Protection Zone (RPZ)
- Pavement to be Removed
- Lease Parcel
- **MALSR** — Medium intensity approach lighting system with runway alignment indicator lights
- **REIL** — Runway End Identifier Lights

CHINO AIRPORT

Exhibit 2
DEVELOPMENT STAGING

CHINO AIRPORT

Attachment A
AGENCY COORDINATION LIST

Agency Coordination List
Chino Airport
Initial Study

Federal

George L. Beams, P.E.
Chief, Construction-Operations Division
U.S. Department of the Army Corps of Engineers
L.A. District
P.O. Box 532711
Los Angeles, CA 9053-2325
(213) 452- 3880

Department of Fish and Game
Habitat Conservation Planning Branch
1416 Ninth Street
Sacramento, CA 95814

U.S. Department of Agriculture
Natural Resource
Conservation Service
Redlands Service Center
25864 Business Center Drive Ste. K
Redlands, CA 92374-4515
(909) 799- 7407
(909) 799- 1438 (f)

State

Project Development Coordinator
CALTRANS - District 8
Department of Transportation
464 W. 4th Street
San Bernardino, CA 92401-1400

Dr. Knox Mellon
State Historic Preservation Officer
California Department of
Parks and Recreation
P.O. Box 942896
Sacramento, CA 94296-0001

California Department of
Fish and Game
4775 Bird Farm Road
Chino Hills, CA 91709
(909) 590- 5132

Ms. Sandy Hesnard
Environmental Planner
California Department of
Transportation Aeronautics Program
M.S. #40
P.O. Box 942874
Sacramento, CA 94274-0001

Barry R. Wallerstien
Executive Officer
South Coast Air Quality
Management District
21865 E. Copley Dr.
Diamond Bar, CA 91765

Mr. Rusty Areis
Director
California Department of
Parks and Recreation
P.O. Box 942896
Sacramento, CA 94296

Mr. Winstom H. Hickox
Secretary for Environmental Protection
California Environmental Protection Agency
1001 I Street
Sacramento, CA 95814
(916) 445- 3846

Jeffery M. Smith
Senior Planner
Southern California Association of Governments
818 West Seventh St. 12th Floor
Los Angeles, CA 90017-3435
(213) 236- 1800

Barrett Kehl
General Manager
Chino Basin Water Conservation District
4594 San Bernardino Street
P.O. Box 2400
Montclair, CA 91763-0900

Pamella V. Bennett
Chief, Division of Environmental Health
Department of Public Health
385 North Arrowhead Ave.
San Bernardino, CA 92415-0160
(909) 884- 4056

Douglas N. La Belle
City Manager
City of Chino Hills
2001 Grand Avenue
Chino Hills, CA 91709-4869
(909) 590- 1511

Kenneth E. Trott
Environmental Coordinator
Department of Conservation
801 K Street
Sacramento, CA 95814
(916) 322- 1080

William B. Rice
Associate Engineering Geologist
California Regional Water Quality Control Board
3737 Main Street, Ste. 500
Riverside, CA 92501-3339
(909) 782- 4130

Frank Molina
Senior Associate Planner
San Bernardino County Department of Public Works
825 East Third Street
San Bernardino, CA 92415-0835
(909) 387- 8104

Jim A. Bartel
Assistant Field Supervisor
U.S. Department of the Interior Fish and Wildlife Services Ecological Services
Carlsbad Fish and Wildlife Office
2730 Loker Ave. West
Carlsbad, CA 92008

Department of Forestry and Fire Protection
Prado CDC
14467 Central Avenue
Chino, CA 91710

Patrick J. Glover
Director of Public Works/
City Engineer
City of Chino
13270 Central Ave.
Chino, CA 91710

James A. Ragsdale
Principal Planner
City of Ontario
303 East B Street
Civic Center
Ontario, CA 91764-4196
(909) 395- 2000

Ms. Robin Laska
Acting Coordinator
San Bernardino Archeological Information System
San Bernardino County Museum
2024 Orange Tree Lane
Redland, CA 92374

Mr. Keith Downs
Riverside County Economic and Community Development Agency
5555 Arlington Ave.
Riverside, CA 92504

Salvador M. Salazar, AICP
Principal Planner
City of Chino Community Development Department
13220 Central Avenue
Chino, CA 91710

Mathew Whinery
Planner III
Advance Planning Department
Land Use Services Department San Bernardino County
385 N. Arrowhead Ave.
San Bernardino, CA 92415

CHINO AIRPORT

Attachment B
AGENCY COORDINATION RESPONSES

STATE OF CALIFORNIA Gray Davis, Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
Fax (916) 657-5390
Web Site www.nahc.ca.gov

November 8, 2002

Angela Steele
Airport/Environmental Planner
Coffman Associates
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063

Sent By Fax: 816-524-2575
No. Pages: 3

RE: Proposed Chino Airport-airport Master Plan Update-CEQA Initial Study, Chino, San Bernardino County.

Dear Ms. Steele:

A record search of the sacred lands file has failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend other with specific knowledge. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 653-4040.

Sincerely,

Rob Wood
Environmental Specialist III

RIVERSIDE COUNTY

EDA
ECONOMIC DEVELOPMENT AGENCY

AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY

November 15, 2002

5555 Arlington Ave.
Riverside, CA 92504
Tel: (909) 351-0700 x204

Coffman Associates
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063
Attn: Angela Steele

RE: Chino Airport Master Plan Update

Dear Angela:

Thank you for the opportunity to comment regarding the Initial Study of the Master Plan Update for the Chino Airport.

From the perspective of the County of Riverside the effects of the proposal to move the ILS from Runway 8L-26R to 8R-26L and the extension of Runway 8L-26R 662 feet to the east would bring aircraft in a lower flight altitude than the present situation. We must see what increase in noise would be over the portion of the area within the County of Riverside. This review should also consider the power lines southeast of the airport, which are shown on the obstruction charts.

Additionally, the County of Riverside is currently developing a new general plan over the effected area. Chris Hugunin has a copy of the plan.

Should you have any questions please contact me at (909) 351-0700 ext. 204.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Keith D. Downs, A.I.C.P., A.A.A.E.
Executive Director

KDD:jg

cc: John Field, Second District
Robert Field, Aviation Supervisor
William Ingraham, S.B. County Airports
James Jenkins, S.B. County Airports

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United States Department of Agriculture

NRCS

Natural Resources Conservation Service
25864-K Business Center Drive
Redlands, Ca 92374
909-799-7407 FAX 909-799-1438

November 15, 2002

Mr. Chris Hugunin
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063

Dear Mr. Hugunin,

Thank you, for giving us the opportunity to help in your evaluation of the potential environmental impacts of the Capital Improvement Program at the Chino Airport.

There are six different soil types associated with the area involved. All the soils are considered Prime Farm Land and are, Chino silt loam (Cb), Chular clay loam 2 to 9 percent slopes (CkC), Chular clay loam 9 to 15 percent (CkD), Grangeville fine sandy loam (Gr), Hilmar loamy fine sand (Hr), and Merrill silt loam (Me). The direct impact to the soils involved is evident, in that they will be eliminated from further agricultural use. At this time the only recommendation I can make is to plant ground cover to help with dust control this is particularly true with the Hilmar loamy fine sand because if the soils are left without a protective cover of vegetation, the hazard of soil blowing is high.

For more information on the Williamson Act I recommend that you contact the County Planning Department of San Bernardino County they oversee the farmers involved with this program. Enclosed you will find the following information.

1. Two soil maps of the area for your use.
2. Information on the different types of soil.
3. A copy of the map you enclosed for us with the different soil types for the area in question.

I hope the enclosed information is helpful. If more information is needed or if you would like a complete copy of the Soil Survey for San Bernardino Southwestern Area please feel free to call.

Sincerely,

CINDY MONTEPAGANO
Soil Conservationist

South Coast
Air Quality Management District
21865 E. Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • http://www.aqmd.gov

November 22, 2002

Ms. Angela Steele
Airport/Environmental Planner
Coffman Associates
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063

Dear Ms. Steele:

Initial Study for the Chino Airport – Airport Master Plan Update

The South Coast Air Quality Management District (AQMD) appreciates the opportunity to comment on the above-mentioned document. The AQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR).

Air Quality Analysis

The AQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The AQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the AQMD's Subscription Services Department by calling (909) 396-3720.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction and operations should be considered. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the evaluation. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the AQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additionally, AQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

AQMD rules and relevant air quality reports and data are available by calling the AQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the AQMD's World Wide Web Homepage (http://www.aqmd.gov).

The AQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Transportation Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter. Please include the SCAQMD on your mailing list for all future CEQA documents related to the proposed project.

Sincerely,

Steve Smith

Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:CB:li

STATE OF CALIFORNIA - THE RESOURCES AGENCY GRAY DAVIS, *Governor*

DEPARTMENT OF FISH AND GAME
http://www.dfg.ca.gov
Eastern Sierra-Inland Deserts Region
4775 Bird Farm Rd.,
Chino Hills, California 91709
Phone (909) 597-9823
Fax (909) 597-0067

December 9, 2002

Angela Steele, Airport Environmental Planner
Coffman Associates
237 N.W. Blue Parkway, Ste 100
Lee's Summit, MO 64063
Phone: (816) 524-3500
Fax: (816) 524-2575

Re: **County of San Bernardino - Chino Airport Master Plan**
Request for Biological Resources

Dear Ms. Steele:

The Department of Fish and Game (Department) is responding to your request on October 31, 2002 for information on the potential for sensitive species to occur on the above-mentioned project site. The project site is approximately 4 miles southeast of the center of the City of Chino and 7 miles south of the City of Ontario and sits at an elevation of 650 feet. The City of Chino is located in the southwest corner of San Bernardino County.

Below are general comments on biological resources that may occur on the project site and are of concern to the Department. We are providing only general information because we do not have the resources to visit the site and do not have specific knowledge of the site at this time. The Department recommends a qualified biologist conduct a full evaluation of the site and not limit the evaluation to information provided in this letter.

Based on information for the project area, the following sensitive species and habitats may occur on the project site or within the vicinity: coastal California gnatcatcher (*Polioptila californica californica*), western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), yellow -breasted chat (*Icteria virens*), willow flycatcher (*Empidonax traillii*), burrowing owl (*Athene cunicularia*), long-eared owl (*Asio 0tus*), golden eagle (*Aquila chrysaetos*), least Bell's vireo (*Vireo bellii pusillus*), orange-throated whiptail (*Cnemidophorus hyperythrus*), Santa Ana sucker (*Catostomus santaanae*), southwestern pond turtle (*Clemmys marmorata pallida*), chaparral sand-verbena (*Abronia villosa var aurita*), Coulter's saltbush (*Atriplex coulteri*), Plummer's mariposa lily (*Calochortus plummerae*), intermediate mariposa lily *(Calochortus weedii var intermedius*), many-stemmed dudleya (*Dudleya multicaulis*), Santa Ana River woollystar (*Eriastrum densifolium* ssp. *sanctorum),* Robinson's pepper-grass (*Lepidium virginicum var robinsonii*), San Diego mesa mint (*Pogogyne abramsii*), prostrate navarretia (*Navarretia prostrata*), salt spring checkerbloom (*Sidalcea neomexicana*), Riversidian Alluvial Fan Sage Scrub, Southern California

Arroyo Chub / Santa Ana Sucker Stream, Southern Cottonwood Willow Riparian Forest, Southern Willow Scrub, California Walnut Woodland, and Southern Sycamore Alder Riparian Woodland habitats. Although many of the above-mentioned species are not listed as threatened or endangered, they are considered rare and may become listed in the future. Impacts to rare species, regardless of listing status, may be considered significant under the California Environmental Quality Act (CEQA) and will require appropriate avoidance, minimization, and/or compensation measures to reduce impacts to less than significant.

The Department's California Natural Diversity Data Base (CNDDB) in Sacramento should be contacted at (916) 327-5960 to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code. However, identification of sensitive plants and animals that may be impacted by the project should not be limited to a search of CNDDB. The CNDDB only identifies sightings that have been reported to the Department and therefore should not take the place of general biological surveys of the site to determine if habitats are present that may support sensitive plants or animals. The Department recommends a site visit by a local biologist to determine if suitable habitat for sensitive species (including, but not limited to, those identified above) occurs on the site. If suitable habitat exists, the Department recommends focused surveys following Federal and/or State protocols to confirm the absence of listed and/or sensitive species.

If a Federal and/or State listed species is found to occur on the site and may be impacted directly or indirectly by the project, an Incidental Take Permit, pursuant to Section 2080 *et seq* of the Fish and Game Code, and/or Section 7 or 10 of the Federal Endangered Species Act, may be required. A California Endangered Species Act (CESA) Incidental Take Permit must be obtained, if the project is likely to result in "take" of species of plants or animals listed under CESA, either during construction or over the life of the project. CESA permits are issued to conserve, protect, enhance, and restore State-listed threatened or endangered species and their habitats. Early consultation is encouraged, as significant modification to the proposed project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, require that the Department issue a separate CEQA document for the issuance of a CESA permit unless the project CEQA document addresses all project impacts to listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of a CESA permit.

The Department opposes the elimination of watercourses and/or their channelization or conversion to subsurface drains. All wetlands and watercourses, whether intermittent or perennial, should be retained and provided with substantial setbacks which preserve the riparian and aquatic values and maintain their value to on-site and off-site wildlife populations. Under Section 1600 *et seq.* of the Fish and Game Code, the Department requires the project applicant to notify the Department of any activity that will divert, obstruct or change the natural flow or the bed, channel, or bank (which includes associated riparian resources) of a river, stream or lake, or use material from a streambed prior to the applicant's commencement of the activity. Streams include, but are not limited to, intermittent and ephemeral streams, rivers, creeks, dry washes, sloughs, blue-line streams, and watercourses with subsurface flow. The Department's issuance of a Lake and Streambed Alteration Agreement for a project that is subject to CEQA will require CEQA compliance actions by the Department as a responsible agency. The Department, as a responsible agency under CEQA, may consider the local jurisdiction's (lead

agency) Negative Declaration or Environmental Impact Report (EIR) for the project. However, if a CEQA document does not fully identify potential impacts to lakes, streams, and associated resources (including, but not limited to, riparian habitat) and provide adequate avoidance, mitigation, monitoring and reporting commitments, additional CEQA documentation will be required prior to execution (signing) of the Streambed Alteration Agreement.

The Department recommends that the project applicant consult with the Department to discuss potential project impacts to streams and associated resources, as well as potential avoidance and mitigation measures. Early consultation with the Department is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources. To obtain a Streambed Alteration Agreement Notification package, please call (562) 590-5880.

All CEQA documents, including biological reports, should be sent to our Chino Hills Office, Attention: Habitat Conservation Planning, 4775 Bird Farm Road, Chino Hills, CA 91709. Questions regarding this letter and further coordination on these issues should be directed to Ms. Leslie MacNair, Staff Environmental Scientist, at (949) 458-1754.

Sincerely,

Jeff Drongesen
Senior Environmental Scientist
Habitat Conservation Planning

cc: Nancy Ferguson, USFWS, Carlsbad

CITY OF ONTARIO

303 EAST "B" STREET, CIVIC CENTER ONTARIO CALIFORNIA 91764-4196

(909) 395-2000
FAX (909) 395-2070

December 11, 2002

Coffman Associates
Ms. Angela Steele
237 N.W. Blue Parkway
Suite 100
Lee Summit, MO 64063

RE: CHINO AIRPORT – AIRPORT MASTER PLAN UPDATE – CEQA INITIAL STUDY

Dear Ms. Steele:

Thank you for allowing the City of Ontario Planning Department an opportunity to review and comment on the above referenced project.

We have completed our review and have no concerns or comments at this time.

We appreciate being informed of the project and included in the environmental review. Please forward a copy of the Initial Study once it is available.

Sincerely,

ONTARIO PLANNING DEPARTMENT
Jerry L. Blum, Planning Director

Richard C. Ayala
Senior Planner

JLB:RCA:dak

CITY OF CHINO HILLS
2001 GRAND AVENUE
CHINO HILLS, CALIFORNIA 91709-4869
(909) 364-2600 ♦ (909) 364-2695 FAX

December 18, 2002

Ms. Angela Steele
Coffman Associates
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063

Subject: Chino Airport – Airport Master Plan Update – CEQA Initial Study

Dear Ms. Steele

Thank you for the opportunity to review the project description for the Capital Improvement Program for the airport. Staff is interested in any potential impacts the airport expansion might create relative to the City of Chino Hills. Based on the proximity of the airport to the City, we would like the following questions included and addressed in the initial study.

1. Will the proposed expansion allow a different type of aircraft to utilize the airport that cannot do so currently?
2. What is the anticipated increase in use generated by the improvements?
3. Will the hours of operation be changed based on the improvements?
4. Will the proposed plan update result in any changes to land use restrictions or review requirements within the City of Chino Hills?

Again, the City of Chino Hills appreciates the opportunity to provide input into the planning process. If you have any questions please contact me at (909) 364-2751. Thank you.

Sincerely,

COMMUNITY DEVELOPMENT DEPARTMENT

Jeffery S. Adams
City Planner

H:/worddocs/lettersout/chino airport expansion 121702 01-5

DEPARTMENT OF CONSERVATION
STATE OF CALIFORNIA

DIVISION OF
LAND RESOURCE
PROTECTION

801 K STREET
SACRAMENTO
CALIFORNIA
95814

PHONE
916/324-0850

FAX
916/327-3430

TDD
916/324-2555

INTERNET
consrv.ca.gov

GRAY DAVIS
GOVERNOR

January 24 2003

VIA FACSIMILE (816) 524-2575
Ms. Angela Steele, Airport/Environmental Planner
Coffman Associates
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063

Subject: Chino Airport - Airport Master Plan Update - CEQA Initial Study

Dear Ms. Steele:

The Department of Conservation's (Department) Division of Land Resource Protection (Division) has received your letter of October 31, 2002 regarding the above-referenced project. The Division monitors farmland conversion on a statewide basis and administers the California Land Conservation (Williamson) Act and other agricultural land conservation programs. Your letter requests information in preparation of an Initial Study regarding environmental resources and land under Williamson Act contract that may be affected by the project. We offer the following comments with respect to the project's impacts on agricultural and Williamson Act land.

Williamson Act

The project involves the short-term and long-term capital improvement plan for the Chino Airport in San Bernardino County. Enclosed with the letter is a map and brief description of the proposed improvements. With respect to adjacent Williamson Act land, the Department recommends that you contact the County Assessor for a current map of Williamson Act land under contract and within an agricultural preserve. An agricultural preserve is a designated area within which land may be placed under contract. For some counties, the boundaries of a preserve and its contracted land are the same. For others, a preserve may contain land under more than one contract. The Assessor should also have the most current enrollment status of the adjacent parcels. At this time, the most current information the Division has appears to show prime agricultural contracted land directly impacted by the expansion planned for the MALSR at the eastern boundary and expansion of runway 3-21 at the southern boundary. Other contracted parcels appear to surround the western and southern airport boundaries. If the County is

not able to help with this information, please contact the Division at the address or phone listed below.

Williamson Act contracted land is enforceably restricted to agricultural uses and specified compatible uses, thereby protecting the land from urban development. Contracts are automatically renewed on an annual basis for a minimum 10-year period, and successor landowners must abide by the contract restrictions as the contract runs with the land.

As a general rule, land can be withdrawn from Williamson Act contract only through the nine-year nonrenewal process. Immediate termination via cancellation is reserved for "extraordinary", unforeseen situations (See Sierra Club v. City of Hayward (1981) 28 Cal.3d 840, 852-855). Furthermore, it has been held that "cancellation is inconsistent with the purposes of the (Williamson) Act if the objectives to be served by cancellation should have been predicted and served by nonrenewal at an earlier time, or if such objectives can be served by nonrenewal now" (Sierra Club v. City of Hayward).

- If cancellation is proposed, notification must be submitted to the Department prior to a board of supervisor's or city council's consideration of a proposal for tentative cancellation (Government Code §51284.1). The board or council must consider the Department's comments prior to making a decision on the proposal. Required findings must be made by the board or council in order to approve tentative cancellation. Cancellation provisions involving 20-year Farmland Security Zone (FSZ) contracts include additional limitations. We recommend that an Environmental Impact Report (EIR) include discussion of how cancellations involved in this project would meet required findings. However, notification must be submitted separately from the CEQA process and CEQA documentation. (The notice should be mailed to Darryl Young, Director, Department of Conservation, c/o Division of Land Resource Protection, 801 K Street MS 13-71, Sacramento, CA 95814-3528.)
- Termination of a Williamson Act/FSZ contract by acquisition can only be accomplished by a public agency, having the power of eminent domain, for a public improvement. The Department must be notified in advance of any proposed public acquisition (Government Code §51290 - 51292), and specific findings must be made. The property must be acquired by eminent domain or in lieu of eminent domain in order to void the contract. The public agency must consider the Department's comments prior to taking action on the acquisition. We recommend discussion in the EIR of whether such action is envisioned by this project and how the acquisition will meet the required findings. However, notification must be submitted separately from the CEQA process and CEQA documentation to the address noted above.
- If any part of the site is to continue under contract, or remain within an agricultural preserve, after project completion, the EIR should discuss the proposed uses for those lands. Uses of contracted and preserve land must meet compatibility

standards identified in Government Code §§51238 - 51238.3 and 51296.7. Otherwise, contract termination (see above) must occur prior to the initiation of the land use, and the preserve must be disestablished.

- Agricultural Preserves are intended to create a setting for contract-protected lands that is conducive to continuing agricultural use. Therefore, the uses of agricultural preserve land must be restricted by zoning or other means so as not to be incompatible with the agricultural use of contracted land within the preserve (Government Code §51230). The EIR should also discuss any proposed general plan designation or zoning within agricultural preserves affected by the project.

CEQA and Agricultural Impact Analysis

With regard to CEQA, it is important to note that a project may have significant impacts to both agricultural land and the contract status of that land. A project that effects termination of a Williamson Act contract, which enforceably protects agricultural land for a minimum of 10 years, is considered to have potentially significant impacts as a result of contract termination. The potential future termination of adjacent contracts may also contribute to significant impacts, and affected contracted land that is prime agricultural land adds to the potential significance.

The Division's Farmland Mapping and Monitoring Program (FMMP) classifies and maps farmland and its productive capability throughout most of the State of California (State). Conversion of Prime Farmland, Unique Farmland or Farmland of Statewide Importance is considered a potentially significant adverse impact. If available, we recommend use of these maps to identify potentially impacted land by acreage and productive capability. The FMMP farmland conversion tables may provide useful historical data to combine with prospective information in the required discussion of the project's cumulative impacts on agricultural land. The Division also recommends the use of the California version of the USDA Land Evaluation and Site Assessment (LESA) Model, a semi-quantitative rating system for establishing the environmental significance of project-specific impacts on farmland. The model may also be used to rate the relative value of alternative project sites. The County may have a current FMMP map. The maps, conversion tables and LESA Model are available from the Division at the contact listed below.

Mitigation Measures

Although the direct conversion of agricultural land and other agricultural impacts are often deemed to be unavoidable by an agency's CEQA analysis, mitigation measures must nevertheless be considered. The adoption of a Statement of Overriding Considerations does not absolve the agency of the requirement to implement feasible mitigation that lessens a project's impacts.

The Department encourages the purchase of agricultural land conservation easements on land of at least equal quality and size as partial compensation for the direct loss of agricultural land. If high quality land is converted or a Williamson Act contract is terminated, or if growth inducing or cumulative agricultural impacts are involved, we recommend that this ratio be increased. We highlight this measure because of its growing acceptance and use by lead agencies as mitigation under CEQA. It follows a rationale similar to that of wildlife habitat mitigation. The loss of agricultural land represents a permanent reduction in the State's agricultural land resources. Agricultural conservation easements will protect a portion of those remaining resources and lessen project impacts in accordance with CEQA Guideline §15370. At least one California court has ruled that conservation easements should be considered as a reasonable mitigation measure for the loss of agricultural land (El Toro Land Use Planning Authority, et al v. County of Orange, et al, San Diego Superior Court #710123, January 6, 1998).

Mitigation using agricultural conservation easements can be implemented by at least two alternative approaches: the outright purchase of easements or the donation of mitigation fees to a local, regional or statewide organization or agency whose purpose includes the acquisition and stewardship of agricultural conservation easements. The conversion of agricultural land should be deemed an impact of at least regional significance, and the search for replacement lands conducted regionally or statewide, and not limited strictly to lands within the project's surrounding area. Information regarding agricultural conservation easements is available from our California Farmland Conservancy Program (CFCP) at the contact listed below. Please also visit our website at http://www.consrv.ca.gov/dlrp/index.htm.

Thank you for the opportunity to provide comment for your preparation of this project's Initial Study. If you have questions on our comments, or require technical assistance or information on agricultural land conservation, please contact Bob Blanford at 801 K Street, MS 13-71, Sacramento, California 95814; or, phone (916) 327-2145.

Sincerely,

Erik Vink
Assistant Director

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS – M.S.#40
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-4959
FAX (916) 653-9531
TTY (916) 651-6827

Flex your power!
Be energy efficient!

January 8, 2003

Mr. Jim Squire
San Bernardino County Planning Department
385 North Arrowhead Avenue, 3rd Floor
San Bernardino, CA 92415-0812

Dear Mr. Squire:

Two proposed school sites have been designated within two miles of the Chino Airport. Under Section 17215 of the Education Code, the California Department of Transportation, Division of Aeronautics, must give notice to the owner and operator of an airport within two miles of a proposed site who shall be afforded the opportunity to comment on the proposed school site.

Additionally, we would like comments from your department as they relate to your airport land use policies and, in particular, the Comprehensive Land Use Plan that the planning department has developed for the airport.

Enclosed are maps depicting the location of the sites. **Please ensure that the Division of Aeronautics receives your comments by February 7, 2002, to meet our mandated response date.** If no reply is received by this date, it will be assumed that no comment or objection is forthcoming.

If you have any questions or if I may be of assistance, please contact me at (916) 654-5284 or via e-mail at kurt.o.haukohl@dot.ca.gov.

Sincerely,

KURT O. HAUKOHL
Aviation Safety Officer

Enclosures

c: Mr. Bill Ingraham, A.A.E., Director
County of San Bernardino

"Caltrans improves mobility across California"

DEPARTMENT OF AIRPORTS

COUNTY OF SAN BERNARDINO
ECONOMIC DEVELOPMENT
AND PUBLIC SERVICES GROUP

825 East Third Street, Suite 203 • San Bernardino, CA 92415-0831 • (909) 387-7801

Apple Valley Airport • Baker Airport • Barstow/Daggett Airport • Chino Airport • Needles Airport • Twentynine Palms Airport

J. WILLIAM INGRAHAM, A.A.E.
Director

FILE
20507
2-18-03

February 4, 2003

Kurt Haukohl
Aviation Safety Officer
Department of Transportation
Division of Aeronautics, M.S. # 40
P. O. Box 942873
Sacramento, CA 94273

Dear Mr. Haukohl:

Thank you for the opportunity to comment on the two proposed school sites designated within two miles of Chino Airport.

The school sites are south of the airport and are located in Safety Zone III and Referral Area C as designated in the Comprehensive Land Use Plan (CLUP) dated November 1991. Generally there are few restrictions on residential uses within these areas except for a strong emphasis limiting large assemblies of people. Land use activities that may present visual, electronic, or physical hazards to aircraft in flight should be avoided in these areas and all other safety zones.

The school site closest to the airport is only 675 feet from Kimball Avenue, which represents the south boundary of the airport. There are three factors that could generate single-event noise (SENEL) well in excess of 60 dB.

1. Immediately north of the school site are four large hangars, each approximately 52,000 square feet. These hangars are typically used for storage of corporate jet aircraft or are used for aircraft manufacturing and engine repair. Engine run-ups are common with these activities.

2. The airports longest runway (7,000 feet) is also closest to the school. Due to the runways length, larger aircraft request its use due to aircraft operational and performance characteristics.

3. The school site also rests within the confines of the airports traffic pattern. Flights in either direction will be audible inside classrooms and outside on playgrounds.

The CLUP recommends that schools constructed in areas exposed to such noise levels undergo detailed analysis to explore noise reduction requirements and noise insulation design features.

The second school site, although better located than the first site in relation to the airport, still may find airport noise and air traffic activity bothersome.

I can be reached at (909) 387-7800 if you have any questions or require further assistance.

Sincerely,

Mark Kranenburg, C.M.
Assistant Director

cc: Jim Squire, Senior Associate Planner
James Jenkins, Chino Airport Manager

L.D. KING, INC.
2151 CONVENTION CENTER WAY
SUITE 100
ONTARIO, CA 91764
(909) 937-0200

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS – M.S.#40
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FILE
10508
2-18-03

AIRPORTS 02 13 '03 AM 09 18 CNO Land Use Issues

Flex your power!
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February 11, 2003

Mr. Kent Van Gelder
School Facilities Planning Division
California Department of Education
721 Capitol Mall
P. O. Box 944272
Sacramento, CA 94244-2720

Dear Mr. Van Gelder:

Thank you for your request dated January 7, 2003, and in response to Section 17215 of the State Education Code, the California Department of Transportation (Department), Division of Aeronautics, analyzed two school sites proposed by the Chino Valley Unified School District. The proposed sites are located approximately 2500 feet south and 8000 feet south of the approach end to Runway 26L at the Chino Airport.

Our analysis consisted of a thorough review of our files concerning the public use Chino Airport, including but not limited to airport layout plans and vicinity maps depicting the relationship of the airport's traffic patterns to each proposed school site. In addition, the Airport Manager and San Bernardino County Planning Commission were offered the opportunity to comment or respond. We also refer to the California Airport Land Use Planning Handbook (CALUP) for guidance in our evaluation. On January 13, 2003, we conducted an aerial and ground evaluation of the proposed school sites. Additionally we reviewed a draft Master Plan for the Chino Airport that is currently in circulation.

Chino Airport has been constructed and expanded to accommodate large aircraft, and has consistently increased capacity and heavy aircraft traffic operations. Instrument approaches to the airport utilize parallel Runways 26L and 26R predominantly and all have missed approach procedures that require southbound left turns that potentially overfly both of these sites. Due to topography and airport layout, the traffic pattern flown for the large Runway 26L pass over the proposed school sites, typically at greater than 1000-1500 feet above the ground. Airport usage as a very large aircraft maintenance base and flight training facility may generate inconsistent high frequency usage during irregular hours.

Utilization of the Chino Airport runway complex is such that flights in either direction will be audible inside classrooms of normal construction and outside on playground areas at these proposed locations. Due to relatively low background noise levels typical in this area, and the sensitivity of nearby residents, single event aircraft noise above 60 dB CNEL is likely to produce complaints from school administrators, and possibly parents of some students. For schools constructed in this proximity to the airport, we strongly recommend that all classrooms include requirements for acoustic performance and air circulation systems (or air conditioning) that will ensure interior noise levels suitable for learning. Single event noise can be more disruptive to the learning process than high ambient noise levels.

The San Bernardino Department of Airports stated that both proposed sites are within Safety Zone III, as defined in the Comprehensive Land Use Plan (CLUP) for the Chino Airport. Within Safety Zone III a strong emphasis is placed on limiting large assemblies of people in uses such as: Hospitals, stadiums and arenas, regional shopping centers and other high density concentrations of people.

Assistant Director for the San Bernardino Department of Airports, Mark Kranenburg provided the following comments: *"The school site closest to the airport is only 675 feet from Kimball Avenue, which represents the south boundary of the airport. There are three factors that could generate single-event-noise (SENEL) well in excess of 60dB. (1). Immediately north of the school site are four large hangers, each approximately 52,000 square feet. These hangers are typically used for storage of corporate jet aircraft or are used for aircraft manufacturing and engine repair. Engine run-ups are common with these activities. (2). The airports longest runway (7,000 feet) is also closest to the school. Due to runway length, larger aircraft request its use due to aircraft operational and performance characteristics. (3). The school site also rests within the confines of the airport traffic pattern. Flights in either direction will be audible inside classrooms and outside on playgrounds. The CLUP recommends that schools constructed in areas exposed to such noise levels undergo detailed analysis to explore noise reduction requirements and noise insulation design features."*

The Department cannot guarantee the safety of these school sites, or any other site. We found based upon Department guidelines, CALUP compatibility guidelines, the CLUP, and our site evaluation that the proposed northern most school site adjacent to Kimball Avenue and Grove Avenue should be avoided unless no feasible alternative is available. This site lies within all three airport runway Traffic Pattern Zone(s) (TPZs).

The southern most proposed school site, south of Pine Avenue and along Comet Avenue, is outside of all runway TPZ(s), is considered a compatible land use by the CALUP, the CLUP, and the Department guidelines, and therefore the Department does not object to acquisition of this proposed school site.

If these sites are not acquired by February 11, 2008, another site evaluation by the Department is required before acquisition of either school site.

Sincerely,

Original Signed by

KURT O. HAUKOHL
Aviation Safety Officer

bc: Mr. Mark Kranenburg, C. M.
Assistant Director
Airports Department – County of San Bernardino

Angela Steele

From: Christopher M. Hugunin [chrish@coffmanassociates.com]
Sent: Friday, December 13, 2002 3:04 PM
To: 'Molly Waller'; asteele@coffmanassociates.com
Subject: FW: Chino Airport flood plain

FYI. No 100 year floodplain at Chino.

Christopher M. Hugunin, C.M.
Senior Planner
Coffman Associates
237 N.W. Blue Parkway, Suite 100
Lee's Summit, Missouri 64063
816.524.3500
816.524.2575 - fax
www.coffmanassociates.com

-----Original Message-----
From: Ingraham, Bill [mailto:BIngraham@airports.sbcounty.gov]
Sent: Friday, December 13, 2002 2:42 PM
To: 'Christopher M. Hugunin'
Subject: FW: Chino Airport flood plain

Chris, I am faxing the diagrams to you. Bottom line, we are not in the 100 year, nor were we.

Call me if you have any questions.

Bill Ingraham, AAE
San Bernardino County
Director of Airports

-----Original Message-----
From: Miller, Ken
Sent: Friday, December 13, 2002 12:08 PM
To: Ingraham, Bill
Subject: RE: Chino Airport flood plain

Bill, I have reviewed the maps for the area. The 7 Oaks Dam does not have any impact on the area. Some areas of the Airport are in Zone D (areas in which flood hazzards are undetermined), Zone X shaded (areas of 500 year flood or areas of 100 year flood with depths less that 1 foot) and Zone X unshaded (areas determined to be outside of the 500 year flood area). The Zone X shaded areas are essentially to the east of Grove Ave. Zone D and Zone X unshaded areas generally affect the airport to the west of Grove Ave. I have copies of the portions of the maps that affect the airport if you are interested in these. Ken Miller

> -----Original Message-----
> **From:** Ingraham, Bill
> **Sent:** Friday, December 13, 2002 9:08 AM
> **To:** Miller, Ken
> **Subject:** Chino Airport flood plain
>
> Hi Ken, did you get a chance to check on the flood plain at Chino Airport?
>
> We were questioning the effect, if any, of the 7-Oaks Dam, and whether or not there are updated flood

plain maps.

Bill Ingraham, AAE
San Bernardino County
Director of Airports

CHINO AIRPORT

Attachment C
EMISSIONS INVENTORY REPORT

EDMS 4.04 Emissions Inventory Report

Study Name: Chino - Existing Condition

Airport: CHINO

Report Date: 12/27/02

SUMMARY

(Tons/Year)

NAME	CO	HC	NOx	SOx	PM10
Aircraft	2,356.159	42.518	7.160	.738	.000
GSE/AGE/APU	88.296	1.805	4.905	.191	.148
Roadways	53.914	7.242	7.435	.364	.338
Parking Lots	3.985	.483	.150	.005	.005
Stationary Sources	.000	1.777	.000	.000	.000
Total	2,502.354	53.825	19.650	1.298	.491

AIRCRAFT EMISSIONS

(Tons/Year)

Aircraft	Engine	Mode	CO	HC	NOx	SOx	PM10
500 Citation	JT15D-1A & 1B	TAXI	4.314	1.650	.057	.018	.000
500 Citation	JT15D-1A & 1B	TKOF	.052	.000	.150	.011	.000
500 Citation	JT15D-1A & 1B	CLMB	.068	.000	.132	.010	.000
500 Citation	JT15D-1A & 1B	APCH	1.329	.145	.113	.018	.000
500 Citation	JT15D-1A & 1B	TGO	.096	.012	.025	.002	.000
500 Citation	JT15D-1A & 1B	APU	.000	.000	.000	.000	.000
500 Citation	JT15D-1A & 1B	GSE	15.782	.316	.771	.028	.024
Aztec	TIO-540-J2B2	TAXI	28.265	1.487	.009	.002	.000
Aztec	TIO-540-J2B2	TKOF	27.847	.239	.007	.002	.000
Aztec	TIO-540-J2B2	CLMB	44.820	.507	.007	.003	.000
Aztec	TIO-540-J2B2	APCH	54.201	.001	.060	.005	.000
Aztec	TIO-540-J2B2	TGO	82.157	.507	.048	.007	.000
Aztec	TIO-540-J2B2	APU	.000	.000	.000	.000	.000
Aztec	TIO-540-J2B2	GSE	.000	.000	.000	.000	.000
Cessna 150	O-200	TAXI	14.748	.664	.036	.002	.000
Cessna 150	O-200	TKOF	21.007	.451	.106	.002	.000
Cessna 150	O-200	CLMB	46.516	.999	.234	.005	.000
Cessna 150	O-200	APCH	77.956	2.180	.075	.007	.000
Cessna 150	O-200	TGO	122.002	3.047	.347	.012	.000
Cessna 150	O-200	APU	.000	.000	.000	.000	.000
Cessna 150	O-200	GSE	.000	.000	.000	.000	.000
Cessna T337	IO-360-B	TAXI	3.063	.168	.004	.000	.000
Cessna T337	IO-360-B	TKOF	4.602	.038	.008	.000	.000
Cessna T337	IO-360-B	CLMB	5.226	.043	.024	.001	.000
Cessna T337	IO-360-B	APCH	5.465	.077	.080	.001	.000
Cessna T337	IO-360-B	TGO	9.897	.105	.072	.001	.000
Cessna T337	IO-360-B	APU	.000	.000	.000	.000	.000
Cessna T337	IO-360-B	GSE	.000	.000	.000	.000	.000
Cherokee six	TIO-540-J2B2	TAXI	126.078	6.635	.038	.011	.000
Cherokee six	TIO-540-J2B2	TKOF	146.604	1.257	.037	.011	.000

Cherokee six	TIO-540-J2B2	CLMB	214.195	2.422	.035	.016	.000
Cherokee six	TIO-540-J2B2	APCH	385.075	.004	.424	.034	.000
Cherokee six	TIO-540-J2B2	TGO	625.740	3.134	.416	.051	.000
Cherokee six	TIO-540-J2B2	APU	.000	.000	.000	.000	.000
Cherokee six	TIO-540-J2B2	GSE	.000	.000	.000	.000	.000
Gulfstream IV	DEFAULT	APCH	.245	.057	.358	.063	.000
Gulfstream IV	DEFAULT	TAXI	2.028	.286	.210	.084	.000
Gulfstream IV	DEFAULT	CLMB	.026	.010	.539	.032	.000
Gulfstream IV	DEFAULT	TKOF	.031	.036	.936	.044	.000
Gulfstream IV	DEFAULT	TGO	.020	.006	.104	.008	.000
Gulfstream IV	DEFAULT	APU	.056	.004	.274	.027	.000
Gulfstream IV	DEFAULT	GSE	.146	.039	.324	.007	.016
Kingair 200	PT6A-41	TAXI	5.179	4.565	.088	.024	.000
Kingair 200	PT6A-41	TKOF	.058	.020	.091	.006	.000
Kingair 200	PT6A-41	CLMB	.102	.032	.119	.009	.000
Kingair 200	PT6A-41	APCH	2.335	1.524	.312	.036	.000
Kingair 200	PT6A-41	TGO	.225	.143	.046	.005	.000
Kingair 200	PT6A-41	APU	.000	.000	.000	.000	.000
Kingair 200	PT6A-41	GSE	27.407	.548	1.340	.049	.041
Learjet 25C	DEFAULT	TKOF	.130	.000	.020	.003	.000
Learjet 25C	DEFAULT	CLMB	.092	.001	.012	.002	.000
Learjet 25C	DEFAULT	TAXI	1.893	.220	.011	.007	.000
Learjet 25C	DEFAULT	APCH	.789	.000	.013	.005	.000
Learjet 25C	DEFAULT	TGO	1.180	.005	.051	.011	.000
Learjet 25C	DEFAULT	APU	.000	.000	.000	.000	.000
Learjet 25C	DEFAULT	GSE	2.138	.043	.105	.004	.003
Learjet 35/36	DEFAULT	CLMB	.029	.002	.186	.008	.000
Learjet 35/36	DEFAULT	APCH	.749	.142	.197	.018	.000
Learjet 35/36	DEFAULT	TAXI	1.928	.659	.093	.018	.000
Learjet 35/36	DEFAULT	TKOF	.028	.002	.308	.011	.000
Learjet 35/36	DEFAULT	TGO	.053	.010	.044	.002	.000
Learjet 35/36	DEFAULT	APU	.000	.000	.000	.000	.000
Learjet 35/36	DEFAULT	GSE	15.360	.307	.751	.027	.023
Navajo	TIO-540-J2B2	TAXI	28.265	1.487	.009	.002	.000
Navajo	TIO-540-J2B2	TKOF	27.847	.239	.007	.002	.000
Navajo	TIO-540-J2B2	CLMB	44.820	.507	.007	.003	.000
Navajo	TIO-540-J2B2	APCH	54.201	.001	.060	.005	.000
Navajo	TIO-540-J2B2	TGO	82.157	.507	.048	.007	.000

Navajo	TIO-540-J2B2	APU	.000	.000	.000	.000	.000
Navajo	TIO-540-J2B2	GSE	.000	.000	.000	.000	.000
PA-42 Cheyenne	PT6A-41	TAXI	5.200	4.583	.089	.024	.000
PA-42 Cheyenne	PT6A-41	TKOF	.065	.022	.101	.007	.000
PA-42 Cheyenne	PT6A-41	CLMB	.075	.023	.088	.006	.000
PA-42 Cheyenne	PT6A-41	APCH	1.566	1.022	.209	.024	.000
PA-42 Cheyenne	PT6A-41	TGO	.157	.100	.035	.003	.000
PA-42 Cheyenne	PT6A-41	APU	.000	.000	.000	.000	.000
PA-42 Cheyenne	PT6A-41	GSE	27.407	.548	1.340	.049	.041
Robinson R22	IO-320-DIAD	TAXI	.674	.039	.001	.001	.000
Robinson R22	IO-320-DIAD	TKOF	.000	.000	.000	.000	.000
Robinson R22	IO-320-DIAD	CLMB	6.901	.074	.044	.004	.000
Robinson R22	IO-320-DIAD	APCH	4.478	.058	.016	.003	.000
Robinson R22	IO-320-DIAD	TGO	31.310	.364	.164	.019	.000
Robinson R22	IO-320-DIAD	APU	.000	.000	.000	.000	.000
Robinson R22	IO-320-DIAD	GSE	.000	.000	.000	.000	.000

** Denotes User Created Aircraft

VEHICULAR EMISSIONS

(Tons/Year)

Source	CO	HC	NOx	SOx	PM10
Kimball Avenue	20.218	2.716	2.788	.136	.127
Merrill Avenue	33.696	4.526	4.647	.227	.211
Airport total	3.985	.483	.150	.005	.005

STATIONARY SOURCE EMISSIONS

(Tons/Year)

Source	CO	HC	NOx	SOx	PM10
Airport Jet-A	.000	.023	.000	.000	.000
Airport LL	.000	1.754	.000	.000	.000

EDMS 4.04 Emissions Inventory Report

Study Name: Chino - Future - no improvements

Airport: CHINO

Report Date: 12/27/02

SUMMARY

(Tons/Year)

NAME	CO	HC	NOx	SOx	PM10
Aircraft	3,420.065	70.613	13.773	1.410	.000
GSE/AGE/APU	173.328	3.553	9.756	.383	.293
Roadways	316.747	42.548	43.683	2.137	1.986
Parking Lots	5.524	.669	.207	.007	.007
Stationary Sources	.000	2.311	.000	.000	.000
Total	3,915.664	119.694	67.419	3.937	2.286

* Report includes 1 Aircraft and 0 GSE created by the user.

AIRCRAFT EMISSIONS

(Tons/Year)

Aircraft	Engine	Mode	CO	HC	NOx	SOx	PM10
**B737-300	DEFAULT	APCH	.082	.002	.230	.014	.000
**B737-300	DEFAULT	CLMB	.032	.000	.002	.000	.000
**B737-300	DEFAULT	TKOF	.008	.000	.192	.005	.000
**B737-300	DEFAULT	TAXI	2.061	.095	.313	.041	.000
**B737-300	DEFAULT	APU	.000	.000	.000	.000	.000
**B737-300	DEFAULT	GSE	.000	.000	.000	.000	.000
500 Citation	JT15D-1A & 1B	TAXI	9.398	3.595	.125	.038	.000
500 Citation	JT15D-1A & 1B	TKOF	.114	.000	.326	.023	.000
500 Citation	JT15D-1A & 1B	CLMB	.148	.000	.286	.023	.000
500 Citation	JT15D-1A & 1B	APCH	2.894	.317	.246	.039	.000
500 Citation	JT15D-1A & 1B	TGO	.107	.013	.027	.003	.000
500 Citation	JT15D-1A & 1B	APU	.000	.000	.000	.000	.000
500 Citation	JT15D-1A & 1B	GSE	34.379	.688	1.680	.061	.051
Aztec	TIO-540-J2B2	TAXI	45.581	2.399	.014	.004	.000
Aztec	TIO-540-J2B2	TKOF	44.907	.385	.011	.003	.000
Aztec	TIO-540-J2B2	CLMB	72.278	.817	.012	.005	.000
Aztec	TIO-540-J2B2	APCH	87.407	.001	.096	.008	.000
Aztec	TIO-540-J2B2	TGO	92.007	.568	.053	.007	.000
Aztec	TIO-540-J2B2	APU	.000	.000	.000	.000	.000
Aztec	TIO-540-J2B2	GSE	.000	.000	.000	.000	.000
Cessna 150	O-200	TAXI	24.988	1.125	.061	.004	.000
Cessna 150	O-200	TKOF	35.594	.764	.179	.004	.000
Cessna 150	O-200	CLMB	78.814	1.692	.396	.009	.000
Cessna 150	O-200	APCH	132.085	3.694	.127	.012	.000
Cessna 150	O-200	TGO	136.593	3.411	.389	.014	.000
Cessna 150	O-200	APU	.000	.000	.000	.000	.000
Cessna 150	O-200	GSE	.000	.000	.000	.000	.000
Cessna T337	IO-360-B	TAXI	4.940	.271	.006	.001	.000
Cessna T337	IO-360-B	TKOF	7.422	.062	.012	.001	.000
Cessna T337	IO-360-B	CLMB	8.428	.070	.039	.001	.000

Cessna T337	IO-360-B	APCH	8.813	.124	.130	.001	.000
Cessna T337	IO-360-B	TGO	11.084	.118	.081	.001	.000
Cessna T337	IO-360-B	APU	.000	.000	.000	.000	.000
Cessna T337	IO-360-B	GSE	.000	.000	.000	.000	.000
Cherokee six	TIO-540-J2B2	TAXI	213.622	11.242	.064	.018	.000
Cherokee six	TIO-540-J2B2	TKOF	248.400	2.129	.062	.019	.000
Cherokee six	TIO-540-J2B2	CLMB	362.925	4.103	.059	.027	.000
Cherokee six	TIO-540-J2B2	APCH	652.458	.007	.719	.057	.000
Cherokee six	TIO-540-J2B2	TGO	700.610	3.509	.465	.057	.000
Cherokee six	TIO-540-J2B2	APU	.000	.000	.000	.000	.000
Cherokee six	TIO-540-J2B2	GSE	.000	.000	.000	.000	.000
Gulfstream IV	DEFAULT	APCH	.534	.123	.781	.137	.000
Gulfstream IV	DEFAULT	TAXI	4.422	.624	.459	.184	.000
Gulfstream IV	DEFAULT	CLMB	.056	.021	1.175	.070	.000
Gulfstream IV	DEFAULT	TKOF	.068	.077	2.042	.097	.000
Gulfstream IV	DEFAULT	TGO	.023	.007	.120	.009	.000
Gulfstream IV	DEFAULT	APU	.121	.009	.597	.059	.000
Gulfstream IV	DEFAULT	GSE	.319	.086	.707	.016	.035
Kingair 200	PT6A-41	TAXI	9.753	8.596	.166	.046	.000
Kingair 200	PT6A-41	TKOF	.110	.038	.172	.012	.000
Kingair 200	PT6A-41	CLMB	.193	.060	.224	.016	.000
Kingair 200	PT6A-41	APCH	4.397	2.869	.587	.068	.000
Kingair 200	PT6A-41	TGO	.253	.161	.052	.005	.000
Kingair 200	PT6A-41	APU	.000	.000	.000	.000	.000
Kingair 200	PT6A-41	GSE	51.606	1.032	2.523	.092	.077
Learjet 25C	DEFAULT	TKOF	.112	.000	.017	.002	.000
Learjet 25C	DEFAULT	CLMB	.080	.001	.010	.002	.000
Learjet 25C	DEFAULT	TAXI	1.640	.190	.010	.006	.000
Learjet 25C	DEFAULT	APCH	.683	.000	.012	.004	.000
Learjet 25C	DEFAULT	TGO	1.327	.006	.058	.012	.000
Learjet 25C	DEFAULT	APU	.000	.000	.000	.000	.000
Learjet 25C	DEFAULT	GSE	1.852	.037	.091	.003	.003
Learjet 35/36	DEFAULT	CLMB	.063	.004	.406	.017	.000
Learjet 35/36	DEFAULT	APCH	1.630	.310	.430	.039	.000
Learjet 35/36	DEFAULT	TAXI	4.198	1.436	.202	.039	.000
Learjet 35/36	DEFAULT	TKOF	.061	.005	.670	.024	.000
Learjet 35/36	DEFAULT	TGO	.059	.011	.049	.003	.000
Learjet 35/36	DEFAULT	APU	.000	.000	.000	.000	.000

Learjet 35/36	DEFAULT	GSE	33.445	.669	1.635	.060	.050
Navajo	TIO-540-J2B2	TAXI	45.581	2.399	.014	.004	.000
Navajo	TIO-540-J2B2	TKOF	44.907	.385	.011	.003	.000
Navajo	TIO-540-J2B2	CLMB	72.278	.817	.012	.005	.000
Navajo	TIO-540-J2B2	APCH	87.407	.001	.096	.008	.000
Navajo	TIO-540-J2B2	TGO	92.007	.568	.053	.007	.000
Navajo	TIO-540-J2B2	APU	.000	.000	.000	.000	.000
Navajo	TIO-540-J2B2	GSE	.000	.000	.000	.000	.000
PA-42 Cheyenne	PT6A-41	TAXI	9.791	8.630	.167	.046	.000
PA-42 Cheyenne	PT6A-41	TKOF	.122	.042	.191	.013	.000
PA-42 Cheyenne	PT6A-41	CLMB	.142	.044	.165	.012	.000
PA-42 Cheyenne	PT6A-41	APCH	2.949	1.925	.394	.046	.000
PA-42 Cheyenne	PT6A-41	TGO	.176	.112	.040	.004	.000
PA-42 Cheyenne	PT6A-41	APU	.000	.000	.000	.000	.000
PA-42 Cheyenne	PT6A-41	GSE	51.606	1.032	2.523	.092	.077
Robinson R22	IO-320-DIAD	TAXI	.905	.053	.002	.001	.000
Robinson R22	IO-320-DIAD	TKOF	.000	.000	.000	.000	.000
Robinson R22	IO-320-DIAD	CLMB	9.270	.100	.058	.006	.000
Robinson R22	IO-320-DIAD	APCH	6.016	.078	.022	.003	.000
Robinson R22	IO-320-DIAD	TGO	35.052	.407	.184	.021	.000
Robinson R22	IO-320-DIAD	APU	.000	.000	.000	.000	.000
Robinson R22	IO-320-DIAD	GSE	.000	.000	.000	.000	.000

** Denotes User Created Aircraft

VEHICULAR EMISSIONS

(Tons/Year)

Source	CO	HC	NOx	SOx	PM10
Kimball Avenue	26.957	3.621	3.718	.182	.169
Merrill Avenue	289.790	38.927	39.965	1.955	1.817
Airport total	5.524	.669	.207	.007	.007

STATIONARY SOURCE EMISSIONS

(Tons/Year)

Source	CO	HC	NOx	SOx	PM10
Airport Jet-A	.000	.030	.000	.000	.000
Airport LL	.000	2.281	.000	.000	.000

EDMS 4.04 Emissions Inventory Report

Study Name: Chino - Future - with improvements

Airport: CHINO

Report Date: 12/27/02

SUMMARY

(Tons/Year)

NAME	CO	HC	NOx	SOx	PM10
Aircraft	3,346.272	62.618	13.502	1.330	.000
GSE/AGE/APU	173.328	3.553	9.756	.383	.293
Roadways	316.747	42.548	43.683	2.137	1.986
Parking Lots	5.524	.669	.207	.007	.007
Stationary Sources	.000	2.311	.000	.000	.000
Total	3,841.871	111.699	67.148	3.857	2.286

* Report includes 1 Aircraft and 0 GSE created by the user.

AIRCRAFT EMISSIONS

(Tons/Year)

Aircraft	Engine	Mode	CO	HC	NOx	SOx	PM10
**B737-300	DEFAULT	APCH	.082	.002	.230	.014	.000
**B737-300	DEFAULT	CLMB	.032	.000	.002	.000	.000
**B737-300	DEFAULT	TKOF	.008	.000	.192	.005	.000
**B737-300	DEFAULT	TAXI	1.946	.090	.296	.039	.000
**B737-300	DEFAULT	APU	.000	.000	.000	.000	.000
**B737-300	DEFAULT	GSE	.000	.000	.000	.000	.000
500 Citation	JT15D-1A & 1B	TAXI	7.564	2.894	.100	.031	.000
500 Citation	JT15D-1A & 1B	TKOF	.114	.000	.326	.023	.000
500 Citation	JT15D-1A & 1B	CLMB	.148	.000	.286	.023	.000
500 Citation	JT15D-1A & 1B	APCH	2.894	.317	.246	.039	.000
500 Citation	JT15D-1A & 1B	TGO	.107	.013	.027	.003	.000
500 Citation	JT15D-1A & 1B	APU	.000	.000	.000	.000	.000
500 Citation	JT15D-1A & 1B	GSE	34.379	.688	1.680	.061	.051
Aztec	TIO-540-J2B2	TAXI	36.722	1.932	.011	.003	.000
Aztec	TIO-540-J2B2	TKOF	44.907	.385	.011	.003	.000
Aztec	TIO-540-J2B2	CLMB	72.278	.817	.012	.005	.000
Aztec	TIO-540-J2B2	APCH	87.407	.001	.096	.008	.000
Aztec	TIO-540-J2B2	TGO	92.007	.568	.053	.007	.000
Aztec	TIO-540-J2B2	APU	.000	.000	.000	.000	.000
Aztec	TIO-540-J2B2	GSE	.000	.000	.000	.000	.000
Cessna 150	O-200	TAXI	20.045	.902	.049	.003	.000
Cessna 150	O-200	TKOF	35.594	.764	.179	.004	.000
Cessna 150	O-200	CLMB	78.814	1.692	.396	.009	.000
Cessna 150	O-200	APCH	132.085	3.694	.127	.012	.000
Cessna 150	O-200	TGO	136.593	3.411	.389	.014	.000
Cessna 150	O-200	APU	.000	.000	.000	.000	.000
Cessna 150	O-200	GSE	.000	.000	.000	.000	.000
Cessna T337	IO-360-B	TAXI	3.980	.218	.005	.000	.000
Cessna T337	IO-360-B	TKOF	7.422	.062	.012	.001	.000
Cessna T337	IO-360-B	CLMB	8.428	.070	.039	.001	.000

Cessna T337	IO-360-B	APCH	8.813	.124	.130	.001	.000
Cessna T337	IO-360-B	TGO	11.084	.118	.081	.001	.000
Cessna T337	IO-360-B	APU	.000	.000	.000	.000	.000
Cessna T337	IO-360-B	GSE	.000	.000	.000	.000	.000
Cherokee six	TIO-540-J2B2	TAXI	171.279	9.013	.052	.014	.000
Cherokee six	TIO-540-J2B2	TKOF	248.400	2.129	.062	.019	.000
Cherokee six	TIO-540-J2B2	CLMB	362.925	4.103	.059	.027	.000
Cherokee six	TIO-540-J2B2	APCH	652.458	.007	.719	.057	.000
Cherokee six	TIO-540-J2B2	TGO	700.610	3.509	.465	.057	.000
Cherokee six	TIO-540-J2B2	APU	.000	.000	.000	.000	.000
Cherokee six	TIO-540-J2B2	GSE	.000	.000	.000	.000	.000
Gulfstream IV	DEFAULT	APCH	.534	.123	.781	.137	.000
Gulfstream IV	DEFAULT	TAXI	3.557	.502	.369	.148	.000
Gulfstream IV	DEFAULT	CLMB	.056	.021	1.175	.070	.000
Gulfstream IV	DEFAULT	TKOF	.068	.077	2.042	.097	.000
Gulfstream IV	DEFAULT	TGO	.023	.007	.120	.009	.000
Gulfstream IV	DEFAULT	APU	.121	.009	.597	.059	.000
Gulfstream IV	DEFAULT	GSE	.319	.086	.707	.016	.035
Kingair 200	PT6A-41	TAXI	7.820	6.892	.133	.037	.000
Kingair 200	PT6A-41	TKOF	.110	.038	.172	.012	.000
Kingair 200	PT6A-41	CLMB	.193	.060	.224	.016	.000
Kingair 200	PT6A-41	APCH	4.397	2.869	.587	.068	.000
Kingair 200	PT6A-41	TGO	.253	.161	.052	.005	.000
Kingair 200	PT6A-41	APU	.000	.000	.000	.000	.000
Kingair 200	PT6A-41	GSE	51.606	1.032	2.523	.092	.077
Learjet 25C	DEFAULT	TKOF	.112	.000	.017	.002	.000
Learjet 25C	DEFAULT	CLMB	.080	.001	.010	.002	.000
Learjet 25C	DEFAULT	TAXI	1.317	.153	.008	.005	.000
Learjet 25C	DEFAULT	APCH	.683	.000	.012	.004	.000
Learjet 25C	DEFAULT	TGO	1.327	.006	.058	.012	.000
Learjet 25C	DEFAULT	APU	.000	.000	.000	.000	.000
Learjet 25C	DEFAULT	GSE	1.852	.037	.091	.003	.003
Learjet 35/36	DEFAULT	CLMB	.063	.004	.406	.017	.000
Learjet 35/36	DEFAULT	APCH	1.630	.310	.430	.039	.000
Learjet 35/36	DEFAULT	TAXI	3.372	1.153	.162	.031	.000
Learjet 35/36	DEFAULT	TKOF	.061	.005	.670	.024	.000
Learjet 35/36	DEFAULT	TGO	.059	.011	.049	.003	.000
Learjet 35/36	DEFAULT	APU	.000	.000	.000	.000	.000

Learjet 35/36	DEFAULT	GSE	33.445	.669	1.635	.060	.050
Navajo	TIO-540-J2B2	TAXI	36.722	1.932	.011	.003	.000
Navajo	TIO-540-J2B2	TKOF	44.907	.385	.011	.003	.000
Navajo	TIO-540-J2B2	CLMB	72.278	.817	.012	.005	.000
Navajo	TIO-540-J2B2	APCH	87.407	.001	.096	.008	.000
Navajo	TIO-540-J2B2	TGO	92.007	.568	.053	.007	.000
Navajo	TIO-540-J2B2	APU	.000	.000	.000	.000	.000
Navajo	TIO-540-J2B2	GSE	.000	.000	.000	.000	.000
PA-42 Cheyenne	PT6A-41	TAXI	7.858	6.926	.134	.037	.000
PA-42 Cheyenne	PT6A-41	TKOF	.122	.042	.191	.013	.000
PA-42 Cheyenne	PT6A-41	CLMB	.142	.044	.165	.012	.000
PA-42 Cheyenne	PT6A-41	APCH	2.949	1.925	.394	.046	.000
PA-42 Cheyenne	PT6A-41	TGO	.176	.112	.040	.004	.000
PA-42 Cheyenne	PT6A-41	APU	.000	.000	.000	.000	.000
PA-42 Cheyenne	PT6A-41	GSE	51.606	1.032	2.523	.092	.077
Robinson R22	IO-320-DIAD	TAXI	.905	.053	.002	.001	.000
Robinson R22	IO-320-DIAD	TKOF	.000	.000	.000	.000	.000
Robinson R22	IO-320-DIAD	CLMB	9.270	.100	.058	.006	.000
Robinson R22	IO-320-DIAD	APCH	6.016	.078	.022	.003	.000
Robinson R22	IO-320-DIAD	TGO	35.052	.407	.184	.021	.000
Robinson R22	IO-320-DIAD	APU	.000	.000	.000	.000	.000
Robinson R22	IO-320-DIAD	GSE	.000	.000	.000	.000	.000

** Denotes User Created Aircraft

VEHICULAR EMISSIONS

(Tons/Year)

Source	CO	HC	NOx	SOx	PM10
Kimball Avenue	26.957	3.621	3.718	.182	.169
Merrill Avenue	289.790	38.927	39.965	1.955	1.817
Airport total	5.524	.669	.207	.007	.007

STATIONARY SOURCE EMISSIONS

(Tons/Year)

Source	CO	HC	NOx	SOx	PM10
Airport Jet-A	.000	.030	.000	.000	.000
Airport LL	.000	2.281	.000	.000	.000

CHINO AIRPORT

Attachment D
NOISE EXPOSURE ANALYSIS

Attachment D
NOISE EXPOSURE ANALYSIS

Chino Airport

To determine the noise related impacts that the proposed development could have on the environment surrounding Chino Airport, noise exposure patterns were analyzed for both existing airport activity conditions and projected long term activity conditions.

The basic methodology employed to define aircraft noise levels involves the use of a mathematical model for aircraft noise predication. The Community Nosie Exposure Level (CNEL) was used in this study to assess aircraft noise.

CNEL is defined as the average A-weighted sound level as measured in decibels (dB), during a 24-hour period. A 5dB penalty applies to noise events occurring in the evening (7:00 p.m. to 10:00 p.m.), while a 10 dB penalty applies to noise events occurring at night (10:00 p.m. to 7:00 a.m.). CNEL is a summation metric which allows objective analysis and can describe noise exposure comprehensively over a large area. The 65 CNEL contour has been established as the threshold of incompatibility, meaning that noise levels below 65 CNEL are considered compatible with underlying land uses.

Since noise decreases at a constant rate in all directions from a source, points of equal CNEL noise levels are routinely indicated by means of a contour line. The various contour lines are then superimposed on a map of the airport and its environs. It is important to recognize that a line drawn on a map does not imply that a particular noise condition exists on one side of the line and not on the other. CNEL calculations do not precisely define noise impacts. Nevertheless, CNEL contours can be used to: (1) highlight existing or potential incompatibilities between and airport and any surrounding development; (2) assess relative exposure levels; (3) assist in the

preparation of airport environs land use plans; and (4) provide guidance in the development of land use control devices, such as zoning ordinances, subdivision regulations and building codes.

The noise contours for Chino Airport have been developed from the Integrated Noise Model (INM), Version 6.0. The INM was developed by the Transportation Systems Center of the U.S. Department of Transportation at Cambridge, Massachusetts, and has been specified by the FAA as one of the two models acceptable for federally funded noise analysis.

The INM is a computer model which accounts for each aircraft along flight tracks during an average 24-hour period. These flight tracks are coupled with separate tables contained in the data base of the INM which relate to noise, distances, and engine thrust for each make and model of aircraft type selected.

Computer input files for the noise analysis assumed implementation of the proposed airfield plan. The input files contain operational data, runway utilization, aircraft flight tracks, and fleet mix as projected in the plan. The operational data and aircraft fleet mix are summarized in **Table A**.

TABLE A
Aircraft Forecast Summary

	Annual Operations	
Type of Operation	**Existing (2001)**	**Long Term**
Itinerant Operations		
Single-Engine Piston	58,259	96,548
Multi-Engine Piston	15,050	23,735
Turboprop	2,832	6,705
Business Jet	2,427	4,023
Helicopter	2,347	3,084
Total Itinerant Operations	80,915	134,095
Local Operations		
Single-Engine Piston	47,786	53,721
Multi-Engine Piston	9,945	10,831
Turboprop	323	361
Jet	65	72
Helicopter	6,458	7,221
Total Local Operations	64,576	72,205
Total Operations	145,491	206,300

Basic assumptions used as input to the INM are presented in **Tables B and C**. The runway use percentages and day/night spit were assumed to remain constant over the planning period.

TABLE B
Noise Contour Input Data: Percent Day, Evening, and Night

Percent Day	Percent Evening	Percent Night
92%	3%	5%

TABLE C
Noise Model Input: Runway Use Percentages

Aircraft	8L	26R	8R	26L	3	21
Single Engine Piston	2.50%	60.00%	2.50%	25.00%	7.50%	2.50%
Multi-Engine Piston	2.50%	60.00%	2.50%	25.00%	7.50%	2.50%
Turboprop	2.50%	60.00%	2.50%	25.00%	7.50%	2.50%
Business Jets	2.50%	40.00%	2.50%	50.00%	2.50%	2.50%

The aircraft noise contours generated using the aforementioned data for Chino Airport are depicted on **Exhibit D1, Existing Noise Exposure** and **Exhibit D2, Long Term Noise Exposure**. As shown on both exhibits, the 65 CNEL noise contour is expected to remain almost entirely within the existing airport property line when considering both existing and forecast activity at the airport. A small portion of the 65 CNEL contour extends beyond the western airport boundary onto land owned by the State of California, which is currently undeveloped. An avigation easement should be secured for the area within the Long Term 65 CNEL contour, to ensure incompatible land uses are not developed in the 65 CNEL contour.

00MP16-D1-7/10/03

0 1,500 3,000

SCALE IN FEET

NORTH

60

65

70

75

75

AIRPORT PROPERTY LINE

LEGEND

- Airport Property Line
- Ultimate Property Line
- CNEL (Community Noise Exposure Level) Contour
- Ultimate Pavement
- Pavement to be Removed

CHINO AIRPORT

Exhibit D1
EXISTING (2001) NOISE EXPOSURE

00MP16-D2-7/10/03

0 1,500 3,000

SCALE IN FEET

NORTH

60

65

70

75

75

AIRPORT PROPERTY LINE

LEGEND

- Airport Property Line
- Ultimate Property Line
- CNEL (Community Noise Exposure Level) Contour
- Ultimate Pavement
- Pavement to be Removed

CHINO AIRPORT

Exhibit D2
LONG TERM NOISE EXPOSURE

CHINO AIRPORT

Appendix E
BIOLOGICAL TECHNICAL REPORT

BIOLOGICAL TECHNICAL REPORT
FOR THE CHINO AIRPORT MASTER PLAN
CITY OF CHINO, SAN BERNARDINO COUNTY CALIFORNIA

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September 9, 2005

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REPORT SUMMARY

The Chino Airport is located in the City of Chino, in the southwest corner of San Bernardino County, California. The overall Study Area evaluated for this report includes the existing airport facilities, including the runway/taxiway complex, hangars, and other buildings; agricultural areas, and other disturbed areas. The County of San Bernardino is preparing an Airport Master Plan for the existing Chino Airport. The plan defines the airport's role over the next twenty years and identifies future facility needs to support this role and meet projected demand.

Field studies were conducted for the Airport property to identify impacts to sensitive biological resources. Field studies included focused surveys for the western burrowing owl (*Athene cunicularia hypugaea*), habitat assessments for other special-status plants and animals, general raptor surveys, vegetation mapping, and a jurisdictional delineation to identify areas subject to the jurisdiction of the U.S. Army Corps of Engineers (Corps) and the California Department of Fish and Game (CDFG).

Nearly all of the Study Area is developed or disturbed from ongoing airport operations, or has been degraded through ongoing agricultural operations and other disturbances. A native vegetation type (riparian herb) is associated with a drainage ditch occurring in the southwest portion of the Study Area. With adequate mitigation, impacts to the riparian vegetation would be less than significant.

Several special-status animals were identified on site during surveys, including the burrowing owl, California horned lark (*Eremophila alpestris actia*), loggerhead shrike (*Lanius ludovicianus*), ferruginous hawk (*Buteo regalis*), northern harrier (*Circus cyaneus*), Cooper's hawk (*Accipiter cooperi*), peregrine falcon (*Falco peregrinus anatum*), white-tailed kite (*Elanus leucurus*), and black-tailed jackrabbit (*Lepus californicus bennettii*). The southwestern pond turtle (*Clemmys marmorata pallida*) has been reported to occur on site, but was not observed during field studies. No special-status plants were observed on site, and none are expected to occur due to a lack of suitable habitats. After implementation of the Chino Airport Master Plan, the property will continue to provide adequate habitat for the burrowing owl, horned lark, loggerhead shrike, raptors, and the black-tailed jackrabbit. With adequate mitigation measures as described herein, implementation of the Master Plan will result in less than significant impacts to special-status species.

The Study Area contains two drainage areas that are considered waters of the United States subject to the jurisdiction of the Corps and streams subject to the jurisdiction of CDFG. Individual development projects that impact jurisdictional waters will be required to obtain authorizations from the regulatory agencies, including a Section 404 permit from the Corps, a Section 401 Water Quality Certification from the Regional Water Quality Control Board (Regional Board), and a Section 1600 Streambed Alteration Agreement from CDFG. With adequate mitigation, impacts to jurisdictional waters would be less than significant.

1.0 INTRODUCTION

The County of San Bernardino is preparing an Airport Master Plan for the existing Chino Airport. The plan defines the airport's role over the next twenty years and identifies future facility needs to support this role and meet projected demand. A Final Environmental Impact Report (EIR) for the 1986 Chino Airport Master Plan Update and General Plan Amendment was completed in September 1988. This EIR addressed the potential impacts of the recommendations of the previous Master Plan including: land acquisition, construction of a new parallel runway, extension of one of the existing runways, development of additional general aviation uses, aviation commercial uses, airport commercial uses, airport commercial land uses, and infrastructure improvements.

The 2002 Chino Airport Master Plan contains some development projects that are very similar to those projects analyzed within the 1988 EIR. One major difference between the 1986 and current Airport Master Plan is the proposed extension of Runway 8R-26L and property purchase for Runway Protection Zones (RPZ). Other differences relate to the layout of the proposed projects. As presented in the 1988 EIR, commercial parcels were proposed on the south side of the Airport property and hangar development was proposed to the north. This development was not undertaken. In the current Master Plan, commercial parcels are now proposed on the north side of the Airport property and hangar development is proposed to the south. The amount of proposed commercial and hangar development remains consistent between the two plans.

1.1 Location of Project Site

The Chino Airport (Site) is located in the City of Chino, in the southwest corner of San Bernardino County, California. The airport is located approximately 4 miles southeast of the center of the City of Chino and 7 miles south of the City of Ontario, and is east of the 71 Freeway and the City of Chino Hills, and north of the Prado Basin [Exhibit 1 – Regional Map]. The Site is depicted on the USGS 7.5' Prado Dam and Corona North Quadrangles (dated 1967 and photorevised 1981) in an unsectioned portion of Township 2 South, Range 7 West [Exhibit 2 - Vicinity Map]. The Site is bordered by Euclid Street to the west, Merrill Avenue to the north, and Kimball Avenue to the south. Surrounding land uses include agriculture/dairy to the north, public facility/industrial to the west, agriculture/dairy and residential development (under construction) to the south, and agriculture/dairy to the east.

1.2 Project Description

The current Chino Airport Master Plan is being updated and revised to reflect its consistency with the 1988 EIR. Consistent with the previous master plan, the current Master Plan continues the development of general aviation uses, aviation commercial uses, and airport commercial land uses at the Chino Airport. Additionally, the current Master Plan calls for continued infrastructure improvements to support these areas.

The current Chino Airport Master Plan proposes a number of physical improvements to the existing Chino Airport. The purpose of the plan is to establish an internal land use plan to support the development of general aviation uses, aviation commercial uses, and airport commercial land uses on the Chino Airport property. The Master Plan addresses the following improvements:

- Extend Runway 8L-26R east 662 feet from the existing location;
- Acquire approximately 65 acres of land fee simple and a 30-acre easement to meet Federal Aviation Administration (FAA) standards for the Runway Protection Zone (RPZ);
- Relocate the Instrument Landing System (ILS) from Runway 26R to 26L;
- Develop new taxiways; and
- Develop new apron buildings, roadways, and automobile parking.

1.3 Purpose of Biological Technical Report

The purpose of this Biological Technical Report is to document existing biological conditions at the Chino Airport property, including special-status species and habitats, and to evaluate impacts to biological resources pursuant to the State and Federal standards, including the California Environmental Quality Act (CEQA), State and Federal Endangered Species Act (ESA), the Clean Water Act, and the California Fish and Game Code. This report provides project-specific mitigation measures for impacts to sensitive resources, to ensure that impacts to resources would be below a level of significance pursuant to CEQA.

2.0 METHODOLOGY

In order to identify and evaluate biological resources and potential impacts associated with Chino Airport Master Plan relative to the California Environmental Quality Act (CEQA), GLA assembled biological data consisting of the following main components:

- Performance of vegetation mapping for the Project Site;
- Performance of site-specific biological surveys to evaluate the presence of special-status species (or potentially suitable habitat); and
- Performance of a jurisdictional delineation to determine the limits of the jurisdictions of the U.S. Army Corps of Engineers (Section 404 of the Clean Water Act) and the California Department of Fish and Game (Section 1600 of the California Fish and Game Code).

The focus of the biological surveys was determined through initial site reconnaissance, a review of the California Natural Diversity Database (CNDDB) [CDFG 2004], the 2001 California Native Plant Society (CNPS) Inventory (CNPS 2001), the USDA Soil Conservation Service's (SCS)[1] soil maps covering the Prado Dam and Corona North quadrangles, other pertinent literature, and knowledge of the region. Site-specific general and focused surveys within the Airport property were conducted on foot for all areas that support potentially suitable habitat for each target plant or animal species identified below. Vegetation communities/land uses were mapped based on the Holland (1986) Classification System.

2.1 Summary of Surveys

Field studies were conducted for the entire Chino Airport property. The field studies focused on a number of primary objectives that would comply with CEQA requirements, including the following: (1) general reconnaissance surveys and vegetation mapping; (2) general floristic surveys; (3) general wildlife surveys; (4) habitat assessments for special-status plants; and (5) habitat assessments and focused surveys for special-status animals, including the western burrowing owl (*Athene cunicularia hypugaea*). Observations of all plant and wildlife species were recorded during each of the above mentioned survey efforts [Appendix A – Floral and Faunal Compendium]. Table 2-1 provides a summary list of surveys dates, survey types and personnel.

[1] SCS is now known as the National Resource Conservation Service (NRCS).

Table 2-1. Summary of Biological Surveys for the Chino Airport.

Survey Date	Survey Type	Surveying Biologist
2/19/04	General Biological Survey Habitat Assessments	D. Moskovitz, J. Ahrens, E. Bomkamp, J. Meyer, and I. Chlup
11/16/04	General Biological Survey General Raptor Survey Burrowing Owl Survey	D. Moskovitz, J. Ahrens
3/8/05	Burrowing Owl Survey General Raptor Survey	D. Moskovitz
4/7/05	Burrowing Owl Survey Vegetation Mapping	D. Moskovitz, P. McIntyre
4/27/05	Burrowing Owl Survey General Raptor Survey	D. Moskovitz, J. Ahrens
5/19/05	Burrowing Owl Survey	D. Moskovitz, J. Ahrens
5/26/05	Burrowing Owl Survey	D. Moskovitz, J. Ahrens
6/2/05	Burrowing Owl Survey Vegetation Mapping	D. Moskovitz
6/23/05	Jurisdictional Delineation Vegetation Mapping	D. Moskovitz

2.2. Botanical Resources

A site specific survey program was designed to accurately document the botanical resources for the Chino Airport property, which consisted of four main components: (1) literature review; (2) preparation of a list of target special-status plant species and sensitive vegetation communities that could occur on site; (3) general field reconnaissance surveys and habitat assessments for special-status plants; and (4) vegetation mapping according to the Holland Classification System.

2.2.1 Literature Review

Prior to conducting fieldwork, pertinent literature on the flora of the region was examined. A thorough archival review was conducted using available literature and other historical records. These resources included the following:

- California Native Plant Society *Inventory of Rare and Endangered Plants of California* (sixth edition). Rare Plant Advisory Committee, David Tibor, Convening Editor, California Native Plant Society. Sacramento, CA x + 388pp; (CNPS 2001); and
- California Natural Diversity Data Base (CNDDB) for the two USGS 7.5' quadrangles containing (or close to) the Project Site: Lake Elsinore and Wildomar (CNDDB 2004).

2.2.2 Special-Status Plants Evaluated for the Chino Airport

The CNDDB was initially consulted to determine well-known occurrences of plants and habitats of special concern in the region. Other sources used to develop a list of target

species for the survey program included the CNPS Inventory (CNPS 2001). Based on this information, vegetation profiles and a list of target sensitive plants species and habitats that could occur within the Project Site were developed and incorporated into a mapping and survey program to achieve the following goals: (1) characterize the vegetation associations and land uses; (2) prepare a detailed floristic compendium; (3) implement general reconnaissance field work and habitat assessments for special-status plants; and (4) prepare a vegetation map and biological resource map showing the distribution of the sensitive botanical resources associated with the Project Site.

Initial habitat assessments were conducted in February 2004. All plant species encountered during various biological surveys were identified and recorded following the guidelines adopted by CNPS (2001) and CDFG by Nelson (1984). A complete list of the plant species observed is provided in Appendix A. Scientific nomenclature and common names used in this report follow Hickman (1993) and Reiser (1994).

Table 2-2 provides a list of all special-status plants evaluated for the Chino Airport property through habitat assessments and general surveys. Species were evaluated based on a number of factors, including: (1) species identified by the CNDDB as occurring (either currently or historically) on or in the vicinity of the property; and (2) any other special-status plants that are known to occur within the vicinity of the property, or for which potentially suitable habitat occurs on site.

Table 2-2. Special-Status Plants Evaluated for the Chino Airport Property

Species	Status	Habitat Requirements	Occurrence On Site
Brand's phacelia *Phacelia stellaris*	Federal: None State: None CNPS: List 1B	Coastal dunes and coastal sage scrub.	Does not occur on site due to a lack of suitable habitat.
Chaparral sand verbena *Abronia villosa* var. *aurita*	Federal: None State: None CNPS: List 1B	Sandy soils in chaparral, coastal sage scrub.	Does not occur on site due to a lack of suitable habitat.
Coulter's goldfields *Lasthenia glabrata* ssp. *coulteri*	Federal: None State: None CNPS: List 1B	Playas, vernal pools, marshes and swamps (coastal salt).	Does not occur on site due to a lack of suitable habitat.
Coulter's saltbush *Atriplex coulteri*	Federal: None State: None CNPS: List 1B	Coastal bluff scrub, coastal dunes, coastal sage scrub, valley and foothill grassland. Occurring on alkaline or clay soils.	Does not occur on site due to a lack of suitable habitat.
Intermediate mariposa lily *Calochortus weedii* var. *intermedius*	Federal: None State: None CNPS: List 1B	Rocky soils in chaparral, coastal sage scrub, valley and foothill grassland.	Does not occur on site due to a lack of suitable habitat.
Many-stemmed dudleya *Dudleya multicaulis*	Federal: None State: None CNPS: List 1B	Chaparral, coastal sage scrub, valley and foothill grassland. Often occurring in clay soils.	Does not occur on site due to a lack of suitable habitat.
Parry's spineflower *Chorizanthe parryi* var. *parryi*	Federal: None State: None CNPS: List 3	Sandy or rocky soils in open habitats of chaparral and coastal sage scrub.	Does not occur on site due to a lack of suitable habitat.

Species	Status	Habitat Requirements	Occurrence On Site
Rayless ragwort *Senecio aphanactis*	Federal: None State: None CNPS: List 2	Chaparral, cismontane woodland, coastal sage scrub. Occurring on alkaline soils.	Does not occur on site due to a lack of suitable habitat.
Salt spring checkerbloom *Sidalcea neomexicana*	Federal: None State: None CNPS: List 2	Mesic, alkaline soils in chaparral, coastal sage scrub, lower montane coniferous forest, Mojavean desert scrub, and playas.	Does not occur on site due to a lack of suitable habitat.
Santa Ana River woolly star *Eriastrum densifolium* ssp. *sanctorum*	Federal: FE State: SE CNPS: List 1B	Alluvial fan sage scrub, chaparral. Occurring on sandy or rocky soils.	Does not occur on site due to a lack of suitable habitat.
Smooth tarplant *Centromadia pungens* ssp. *laevis*	Federal: None State: None CNPS: List 1B	Alkaline soils in chenopod scrub, meadows and seeps, playas, riparian woodland, valley and foothill grasslands, disturbed habitats.	Does not occur on site due to a lack of suitable habitat.

Federal
FE - Federally Endangered
FT - Federally Threatened

State
SE - State Endangered
ST – State Threatened

CNPS
List 1B - Plants rare, threatened, or endangered in California and elsewhere.
List 2 - Plants rare, threatened, or endangered in California, but more common elsewhere.
List 3 – Plants about which more information is needed.

2.2.3 Special-Status Habitats Evaluated for the Chino Airport Property

A review of the March 2004 CNDDB indicated the following special-status habitats as occurring within the Corona North and Prado Dam quadrangles: southern California arroyo chub/Santa Ana sucker stream, southern cottonwood willow riparian forest, southern sycamore alder riparian woodland, and southern willow scrub. The Chino Airport property was evaluated for these and other special-status habitats.

2.2.4 Vegetation Mapping

Vegetation communities within the overall Airport property were mapped according to Holland Classification System (Holland 1986). Where necessary, deviations were made when areas did not fit into exact habitat descriptions provided by Holland. Plant communities were mapped in the field directly on to a 300-scale (1" = 300') aerial photograph.

2.3 Wildlife Resources

Wildlife species were evaluated and detected during field surveys by sight, call, tracks, and scat. Site reconnaissance was conducted in such a manner as to allow inspection of the Airport property by direct observation, including the use of binoculars. Observations of physical evidence and direct sightings of wildlife were recorded in field notes during each visit. A complete list of wildlife species observed within the Project Site is provided in Appendix A. Scientific nomenclature and common names for vertebrate species referred to in this report follow Collins (1997) for amphibians and reptiles, Jones, et al. (1992) for mammals, and AOU Checklist (1998) for birds. The methodology (including any applicable USFWS survey protocols) utilized to conduct the focused surveys or the habitat assessments of each listed or special-status animal are discussed below.

2.3.1 General Surveys

Birds
During general surveys of the Airport property, birds were identified incidentally during surveys within each habitat type. Birds were detected by both direct observation and by vocalizations, and were recorded in field notes.

Mammals
During general surveys of the Airport property, mammals were identified incidentally during surveys within each habitat type. Mammals were detected both by direct observation and by the presence of diagnostic sign (i.e. tracks, burrows, scat, etc.).

Reptiles and Amphibians
During general surveys of the Airport property, reptiles and amphibians were identified incidentally during surveys within each habitat type. Habitats were examined for diagnostic reptile signs, which include shed skins, scat, tracks, snake prints, and lizard tail drag marks. All reptiles and amphibian species observed, as well as diagnostic sign, were recorded in field notes.

2.3.2 Special-Status Animal Species Evaluated for the Chino Airport Property

Table 2-3 provides a list of special-status animals evaluated for the Airport property through habitat assessments and focused surveys (where suitable habitat was present). Species were evaluated based on a number of factors, including: (1) species identified by the CNDDB as occurring (either currently or historically) on or in the vicinity of the property; and (2) any other special-status animals that are known to occur within the vicinity of the property, or for which potentially suitable habitat occurs on site.

Table 2-3. Special-Status Animals Evaluated for the Chino Airport

Species	Status	Habitat Requirements	Potential for Occurrence
Burrowing owl *Athene cunicularia hypugaea*	Federal: FSC State: None CDFG: CSC	Shortgrass prairies, grasslands, lowland scrub, agricultural lands (particularly rangelands), coastal dunes, desert floors, and some artificial, open areas as a year-long resident. Occupies abandoned ground squirrel burrows as well as artificial structures such as culverts and underpasses.	Occurs on site.
California horned lark *Eremophila alpestris actia*	Federal: None State: None CDFG: CSC	Occupies a variety of open habitats, usually where trees and large shrubs are absent.	Occurs on site.
Coastal California gnatcatcher *Polioptila californica californica*	Federal: FT State: None CDFG: CSC	Low elevation coastal sage scrub and coastal bluff scrub.	Does not occur on site due to a lack of suitable habitat.
Cooper's hawk (nesting) *Accipiter cooperi*	Federal: None State: None CDFG: CSC	Primarily occurs in riparian areas and oak woodlands, most commonly in montane canyons. Known to use urban areas, occupying trees among residential and commercial.	Potential to occur on site for foraging, but not expected to nest on site due to a lack of suitable breeding habitat.
Delhi-sands flower-loving fly *Raphiomidas terminatus abdominalis*	Federal: FE State: None CDFG: None	Fine, sandy soils, often associated with wholly or partially consolidated dunes referred to as the "Delhi" series. Vegetation consists of a sparse cover, including Californica buckwheat, California croton, deerweed, and evening primrose.	Does not occur on site due to a lack of suitable habitat.
Ferruginous hawk (wintering) *Buteo regalis*	Federal: FSC State: None CDFG: CSC	The ferruginous hawk does not breed in California, but instead occurs as a wintering species. The species forages in open terrain and grasslands of the plains and foothills.	Occurs on site as a wintering raptor, but does not breed on site since the property occurs outside of its breeding range.
Golden eagle *Aquila chrysaetos*	Federal: None State: None CDFG: CSC	In southern California, occupies grasslands, brushlands, deserts, oak savannas, open coniferous forests, and montane valleys. Nests on rock outcrops and ledges.	Does not occur on site due to a lack of suitable habitat.
Least Bell's vireo *Vireo bellii pusillus*	Federal: FE State: SE CDFG: None	Dense riparian habitats with a stratified canopy, including southern willow scrub, mule fat scrub, and riparian forest.	Does not occur on site due to a lack of suitable habitat.
Loggerhead shrike (nesting) Lanius ludovicianus	Federal: FSC State: None CDFG: CSC	Forages in open country, using perches for scanning, and nests in dense scrub and brush.	Occurs on site.

Species	Status	Habitat Requirements	Potential for Occurrence
Long-eared owl *Asio otus*	Federal: None State: None CDFG: CSC	Riparian habitats are required by the long-eared owl, but it also uses live-oak thickets and other dense stands of trees.	Does not occur on site due to a lack of suitable habitat.
Los Angeles pocket mouse *Perognathus longimembris brevinasus*	Federal: None State: None CDFG: CSC	Fine, sandy soils in coastal sage scrub and grasslands.	Does not occur on site due to a lack of suitable habitat.
Northern harrier (nesting) *Circus cyaneus*	Federal: None State: None CDFG: CSC	A variety of habitats, including open wetlands, grasslands, wet pasture, old fields, dry uplands, and croplands.	Occurs on site as a foraging raptor, but not expected to nest on site due to a lack of suitable habitat.
Orange-throated whiptail *Cnemidophorus hyperythrus*	Federal: None State: None CDFG: CSC	Coastal sage scrub, chaparral, non-native grassland, oak woodland, and juniper woodland.	Does not occur on site due to a lack of suitable habitat.
Peregrine falcon (nesting) *Falco peregrinus anatum*	Federal: FSC State: SE CDFG: CFP	Although part of its historic breeding range, this species does not breed in southern California. In the west, breeding habitat consists of high cliffs along the coast.	Observed foraging immediately adjacent to the property. Expected to occur on site occasionally for foraging, however the species does not breed on site since the property occurs outside of its current breeding range.
Prairie falcon (nesting) *Falco mexicanus*	Federal: None State: None CDFG: CSC	Breeds in mountainous regions and shortgrass parries, nesting on cliff ledges.	Potential to occur on site as a foraging raptor, but does not breed on site due to a lack of suitable breeding habitat.
Riverside fairy shrimp *Streptocephalus woottoni*	Federal: FE State: None CDFG: None	Restricted to deep seasonal vernal pools, vernal pool-like ephemeral ponds, and stock ponds.	Does not occur on site due to a lack of suitable habitat, i.e., no deep, seasonal pools with extended ponding duration (> 2 months).
Vernal pool fairy shrimp *Branchinecta lynchi*	Federal: FT State: None CDFG: None	Seasonal vernal pools	Does not occur on site due to a lack of suitable habitat.
San Bernardino kangaroo rat *Dipodomys merriami parvus*	Federal: FE State: None CDFG: CSC	Typically found in Riversidean alluvial fan sage scrub and sandy loam soils, alluvial fans and floodplains, and along washes with nearby sage scrub.	Does not occur on site due to a lack of suitable habitat.
San Diego black-tailed jackrabbit *Lepus californicus bennettii*	Federal: None State: None CDFG: CSC	Coastal sage scrub and on the margins between shrub and herbaceous areas. Also known to occur in agricultural and ruderal areas.	Occurs on site.

Species	Status	Habitat Requirements	Potential for Occurrence
San Diego horned lizard *Phrynosoma coronatum blainvillei*	Federal: None State: None CDFG: CSC	Occurs in a variety of vegetation types including coastal sage scrub, chaparral, annual grassland, oak woodland, and riparian woodlands.	Does not occur on site due to a lack of suitable habitat.
Santa Ana sucker *Catostomus santaanae*	Federal: FT State: None CDFG: CSC	Small, shallow streams, less than 7 meters in width, with currents ranging from swift in the canyons to sluggish in the bottom lands. Preferred substrates are generally coarse and consist of gravel, rubble, and boulders with growths of filamentous algae, but occasionally they are found on sand/mud substrates.	Does not occur on site due to a lack of suitable habitat.
Sharp-shinned hawk (nesting) *Accipiter striatus*	Federal: None State: None CDFG: CSC	Breeds in young coniferous forests with high canopy associations. Habitats that they are documented to use include ponderosa pine, black oak, riparian deciduous, mixed conifer, and Jeffrey pine.	Potential to occur on site as a foraging raptor, but does not breed on site since the property occurs outside of its breeding range.
Southwestern pond turtle *Clemmys marmorata pallida*	Federal: FSC State: None CDFG: CSC	Slow-moving permanent or intermittent streams, small ponds and lakes, reservoirs, abandoned gravel pits, permanent and ephemeral shallow wetlands, stock ponds, and treatment lagoons. Abundant basking sites and cover necessary, including logs, rocks, submerged vegetation, and undercut banks.	Previously reported to occur on site, but was not observed during biological surveys.
Southwestern willow flycatcher *Empidonax traillii extimus*	Federal: FE State: SE CDFG: None	Riparian woodlands along streams and rivers with mature dense thickets of trees and shrubs.	Does not occur on site due to a lack of suitable habitat.
Stephens' kangaroo rat *Dipodomys stephensi*	Federal: FE State: ST	Open grasslands or sparse shrublands with less than 50% vegetation cover during the summer.	Does not occur on site due to a lack of suitable habitat.
Tricolored blackbird *Agelaius tricolor*	Federal: FSC State: None CDFG: CSC	Breeding colonies require nearby water, a suitable nesting substrate, and open-range foraging habitat of natural grassland, woodland, or agricultural cropland.	Does not occur on site due to a lack of suitable habitat.
Western spadefoot *Scaphiopus hammondii*	Federal: FSC State: None CDFG: CSC	Seasonal pools in coastal sage scrub, chaparral, and grassland habitats.	Does not occur on site due to a lack of suitable habitat.
Western yellow-billed cuckoo *Coccyzus americanus occidentalis*	Federal: None State: SE	Dense, wide riparian woodlands with well-developed understories.	Does not occur on site due to a lack of suitable habitat.

Species	Status	Habitat Requirements	Potential for Occurrence
White-tailed kite (nesting) *Elanus leucurus*	Federal: FSC State: None CDFG: CFP	Low elevation open grasslands, savannah-like habitats, agricultural areas, wetlands, and oak woodlands. Dense canopies used for nesting and cover.	Occurs on site as a foraging raptor, but does not breed on site due to a lack of suitable habitat.
Yellow-breasted chat *Icteria virens*	Federal: None State: None CDFG: CSC	Dense, relatively wide riparian woodlands and thickets of willows, vine tangles, and dense brush with well-developed understories.	Does not occur on site due to a lack of suitable habitat.
Yellow warbler *Dendroica petechia*	Federal: None State: None CDFG: CSC	Breed in lowland and foothill riparian woodlands dominated by cottonwoods, alders, or willows and other small trees and shrubs typical of low, open-canopy riparian woodland. During migration, forages in woodland, forest, and shrub habitats.	Does not occur on site due to a lack of suitable habitat.

Federal
FE – Federally Endangered
FT – Federally Threatened
FPT – Federally Proposed Threatened
FSC – Federal Species of Concern

State
SE – State Endangered
ST – State Threatened

CDFG
CSC – California Species of Concern
CFP – California Fully-Protected Species

2.3.3 Focused Surveys for the Western Burrowing Owl

Where potentially suitable habitat was present throughout the Airport property, focused surveys were conducted for the burrowing owl. Focused surveys were conducted following guidelines established and recognized by the California Burrowing Owl Consortium (CBOC) and the California Department of Fish and Game (CDFG).

Focused surveys consisted of initial habitat assessments of the Airport property to identify burrows (and artificial structures) with the potential to support burrowing owls, followed by focused survey visits to determine the presence/absence of burrowing owls. Initial habitat assessments for burrowing owl suitable habitat were conducted on February 19, 2004. The property was initially evaluated by traversing the property on foot and through the use of binoculars. Focused surveys (minimum of four survey visits within areas of suitable habitat) were conducted through a combination of traversing the suitable habitat areas on foot, and through the observation of these areas at a distance with binoculars. The presence of burrowing owls was evaluated through direct observation of owls and through the detection of diagnostic sign (i.e., whitewash, pellets, bones, features, food caches, etc.) at burrows. Survey visits were

conducted on November 16, 2004, and March 8, April 7, April 27, May 19, May 26, and June 2, 2005.

2.3.4 General Raptor Surveys

The Airport Study Area consists of flatlands containing agricultural areas, disturbed areas, and ruderal vegetation that provide suitable foraging habitat for raptors, including several special-status species. The Study Area also contains trees (including windrows) with the potential to support roosting and/or nesting raptors, although not suitable for most special-status raptors that may occur in the area for foraging. General raptor surveys were conducted at the property to identify species using the property for foraging habitat, as well as to identify locations of nesting raptors. Raptors were noted during both the breeding and non-breeding seasons in order to document wintering species as well as species that have the potential to breed on site. Observations were made from a variety of locations throughout the Study Area using binoculars. In addition, potential nesting areas were in order to identify raptor nests.

2.4 Jurisdictional Delineation

The Study Area was evaluated to determine the limits of (1) waters of the United States (Corps jurisdiction) pursuant to Section 404 of the Clean Water Act, and (2) streams (CDFG jurisdiction) pursuant to Division 2, Chapter 6, Section 1600 of the Fish and Game Code.

2.4.1 Corps Jurisdiction

Pursuant to Section 404 of the Clean Water Act, the Corps regulates the discharge of dredged and/or fill material into waters of the United States. The term "waters of the United States" is defined in Corps regulations at 33 CFR Part 328.3(a) as:

(1) All waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters, which are subject to the ebb and flow of the tide;
(2) All interstate waters including interstate wetlands;
(3) All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect foreign commerce including any such waters:
  (i) Which are or could be used by interstate or foreign travelers for recreational or other purposes; or
  (ii) From which fish or shell fish are or could be taken and sold in interstate or foreign commerce; or
  (iii) Which are used or could be used for industrial purpose by industries in interstate commerce...
(4) All impoundments of waters otherwise defined as waters of the United States under the definition;
(5) Tributaries of waters identified in paragraphs (a) (1)-(4) of this section;
(6) The territorial seas;

(7) Wetlands adjacent to waters (other than waters that are themselves wetlands) identified in paragraphs (a) (1)-(6) of this section.

Waste treatment systems, including treatment ponds or lagoons designed to meet the requirements of CWA (other than cooling ponds as defined in 40 CFR 123.11(m) which also meet the criteria of this definition) are not waters of the United States.

(8) Waters of the United States do not include prior converted cropland.[2] *Notwithstanding the determination of an area's status as prior converted cropland by any other federal agency, for the purposes of the Clean Water Act, the final authority regarding Clean Water Act jurisdiction remains with the EPA.*

In the absence of wetlands, the limits of Corps jurisdiction in non-tidal waters, such as intermittent streams, extend to the OHWM which is defined at 33 CFR 328.3(e) as:

...that line on the shore established by the fluctuation of water and indicated by physical characteristics such as clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas.

The term "wetlands" (a subset of "waters of the United States") is defined at 33 CFR 328.3(b) as "those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support...a prevalence of vegetation typically adapted for life in saturated soil conditions." In 1987 the Corps published a manual to guide its field personnel in determining jurisdictional wetland boundaries. The methodology set forth in the 1987 Wetland Delineation Manual generally requires that, in order to be considered a wetland, the vegetation, soils, and hydrology of an area exhibit at least minimal hydric characteristics. While the manual provides great detail in methodology and allows for varying special conditions, a wetland should normally meet each of the following three criteria:

- more than 50 percent of the dominant plant species at the site must be typical of wetlands (i.e., rated as facultative or wetter in the National List of Plant Species that Occur in Wetlands[3]);

- soils must exhibit physical and/or chemical characteristics indicative of permanent or periodic saturation (e.g., a gleyed color, or mottles with a matrix of low chroma indicating a relatively consistent fluctuation between aerobic and anaerobic conditions); and

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[2] The term "prior converted cropland" is defined in the Corps' Regulatory Guidance Letter 90-7 (dated September 26, 1990) as "wetlands which were both manipulated (drained or otherwise physically altered to remove excess water from the land) and cropped before 23 December 1985, to the extent that they no longer exhibit important wetland values. Specifically, prior converted cropland is inundated for no more than 14 consecutive days during the growing season...." [Emphasis added.]

[3] Reed, P.B., Jr. 1988. National List of Plant Species that Occur in Wetlands. U.S. Fish and Wildlife Service Biological Report 88(26.10).

- hydrologic characteristics must indicate that the ground is saturated to within 12 inches of the surface for at least five percent of the growing season during a normal rainfall year[4].

2.4.2 California Department of Fish and Game

Pursuant to Division 2, Chapter 6, Sections 1600-1603 of the California Fish and Game Code, the CDFG regulates all diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake which supports fish or wildlife.

CDFG defines a "stream" (including creeks and rivers) as "a body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life. This includes watercourses having surface or subsurface flow that supports or has supported riparian vegetation." CDFG's definition of "lake" includes "natural lakes or man-made reservoirs."

CDFG jurisdiction within altered or artificial waterways is based upon the value of those waterways to fish and wildlife. CDFG Legal Advisor has prepared the following opinion:

- Natural waterways that have been subsequently modified and which have the potential to contain fish, aquatic insects and riparian vegetation will be treated like natural waterways...

- Artificial waterways that have acquired the physical attributes of natural stream courses and which have been viewed by the community as natural stream courses, should be treated by [CDFG] as natural waterways...

- Artificial waterways without the attributes of natural waterways should generally not be subject to Fish and Game Code provisions...

Thus, CDFG jurisdictional limits closely mirror those of the Corps. Exceptions are CDFG's exclusion of isolated wetlands (those not associated with a river, stream, or lake), the addition of artificial stock ponds and irrigation ditches constructed on uplands, and the addition of riparian habitat supported by a river, stream, or lake regardless of the riparian area's federal wetland status.

[4] For most of low-lying southern California, five percent of the growing season is equivalent to 18 days.

3.0 REGULATORY SETTING

Development projects are subject to state and federal regulations associated with a number of regulatory programs. These programs often overlap and were developed to protect natural resources, including: state- and federally listed plants and animals; aquatic resources including rivers and creeks, ephemeral streambeds, wetlands, and areas of riparian habitat; other special-status species which are not listed as threatened or endangered by the state or federal governments; and other special-status vegetation communities.

3.1 State and/or Federally Listed Plants or Animals

3.1.1 State of California Endangered Species Act

California's Endangered Species Act (CESA) defines an endangered species as "a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant which is in serious danger of becoming extinct throughout all, or a significant portion, of its range due to one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, or disease." The State defines a threatened species as "a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that, although not presently threatened with extinction, is likely to become an Endangered species in the foreseeable future in the absence of the special protection and management efforts required by this chapter. Any animal determined by the commission as rare on or before January 1, 1985 is a threatened species." Candidate species are defined as "a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that the commission has formally noticed as being under review by the department for addition to either the list of endangered species or the list of threatened species, or a species for which the commission has published a notice of proposed regulation to add the species to either list." Candidate species may be afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the Fish and Game Commission. Unlike the FESA, CESA does not list invertebrate species.

Article 3, Sections 2080 through 2085, of the CESA addresses the taking of threatened, endangered, or candidate species by stating "No person shall import into this state, export out of this state, or take, possess, purchase, or sell within this state, any species, or any part or product thereof, that the commission determines to be an endangered species or a threatened species, or attempt any of those acts, except as otherwise provided." Under the CESA, "take" is defined as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." Exceptions authorized by the state to allow "take" require permits or memoranda of understanding and can be authorized for endangered species, threatened species, or candidate species for scientific, educational, or management purposes and for take incidental to otherwise lawful activities. Sections 1901 and 1913 of the California Fish and Game Code provide that notification is required prior to disturbance.

3.1.2 Federal Endangered Species Act

The FESA of 1973 defines an endangered species as "any species that is in danger of extinction throughout all or a significant portion of its range." A threatened species is defined as "any species that is likely to become an Endangered species within the foreseeable

future throughout all or a significant portion of its range." Under provisions of Section 9(a)(1)(B) of the FESA it is unlawful to "take" any listed species. "Take" is defined in Section 3(18) of FESA: "...harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." Further, the USFWS, through regulation, has interpreted the terms "harm" and "harass" to include certain types of habitat modification that result in injury to, or death of species as forms of "take." These interpretations, however, are generally considered and applied on a case-by-case basis and often vary from species to species. In a case where a property owner seeks permission from a Federal agency for an action that could affect a federally listed plant and animal species, the property owner and agency are required to consult with USFWS. Section 9(a)(2)(b) of the FESA addresses the protections afforded to listed plants.

3.1.3 State and Federal Take Authorizations for Listed Species

Federal or state authorizations of impacts to or incidental take of a listed species by a private individual or other private entity would be granted in one of the following ways:

- Section 7 of the FESA stipulates that any federal action that may affect a species listed as threatened or endangered requires a formal consultation with USFWS to ensure that the action is not likely to jeopardize the continued existence of the listed species or result in destruction or adverse modification of designated critical habitat. 16 U.S.C. 1536(a)(2).
- In 1982, the FESA was amended to give private landowners the ability to develop Habitat Conservation Plans (HCP) pursuant to Section 10(a) of the FESA. Upon development of an HCP, the USFWS can issue incidental take permits for listed species where the HCP specifies at minimum, the following: (1) the level of impact that will result from the taking, (2) steps that will minimize and mitigate the impacts, (3) funding necessary to implement the plan, (4) alternative actions to the taking considered by the applicant and the reasons why such alternatives were not chosen, and (5) such other measures that the Secretary of the Interior may require as being necessary or appropriate for the plan .
- Sections 2090-2097 of the California Endangered Species Act (CESA) require that the state lead agency consult with CDFG on projects with potential impacts on state-listed species. These provisions also require CDFG to coordinate consultations with USFWS for actions involving federally listed as well as state-listed species. In certain circumstances, Section 2080.1 of the California Fish and Game Code allows CDFG to adopt the federal incidental take statement or the 10(a) permit as its own based on its findings that the federal permit adequately protects the species under state law.

3.2 California Environmental Quality Act

3.2.1 CEQA Guidelines Section 15380

The California Environmental Quality Act (CEQA) requires evaluation of a project's impacts on biological resources and provides guidelines and thresholds for use by lead agencies for evaluating the significance of proposed impacts. Sections 5.1.1 and 5.2.2 below set forth these thresholds and guidelines. Furthermore, pursuant to the CEQA Guidelines Section 15380, CEQA provides protection for non-listed species that could potentially meet the

criteria for state listing. For plants, CDFG recognizes that plants on Lists 1A, 1B, or 2 of the California Native Plant Society (CNPS) *Inventory of Rare and Endangered Plants in California* may meet the criteria for listing and should be considered under CEQA. CDFG also recommends protection of plants, which are regionally important, such as locally rare species, disjunct populations of more common plants, or plants on the CNPS Lists 3 or 4.

3.2.2 Non-Listed Special-Status Plants and Animals Evaluated Under CEQA

Federally Designated Special-Status Species

Within recent years, the USFWS instituted changes in the listing status of candidate species. Former C1 (candidate) species are now referred to simply as candidate species and represent the only candidates for listing. Former C2 species (for which the USFWS had insufficient evidence to warrant listing) and C3 species (either extinct, no longer a valid taxon or more abundant than was formerly believed) are no longer considered as candidate species. Therefore, these species are no longer maintained in list form by the USFWS, nor are they formally protected. However, some USFWS field offices have issued memoranda stating that former C2 species are to be considered federal Species of Concern (FSC). This term is employed in this document, but carries no official protections. All references to federally-protected species in this report (whether listed, proposed for listing, or candidate) include the most current published status or candidate category to which each species has been assigned by USFWS.

For this report the following acronyms are used for federal special-status species:

- FE — Federally listed as Endangered
- FT — Federally listed as Threatened
- FPE — Federally proposed for listing as Endangered
- FPT — Federally proposed for listing as Threatened
- FC — Federal candidate species (former C1 species)
- FSC — Federal Species of Concern (former C2 species)

State-Designated Special-Status Species

Some mammals and birds are protected by the state as Fully Protected (SFP) Mammals or Fully Protected Birds, as described in the California Fish and Game Code, Sections 4700 and 3511, respectively. California Species of Special Concern (SPOC) are species designated as vulnerable to extinction due to declining population levels, limited ranges, and/or continuing threats. This list is primarily a working document for the CDFG's CNDDB project. Informally listed taxa are not protected, but warrant consideration in the preparation of biotic assessments. For some species, the CNDDB is only concerned with specific portions of the life history, such as roosts, rookeries, or nest sites.

For this report the following acronyms are used for State special-status species:

- SE — State-listed as Endangered
- ST — State-listed as Threatened
- SR — State-listed as Rare
- SCE — State candidate for listing as Endangered

- SCT State candidate for listing as Threatened
- SFP State Fully Protected
- SP State Protected
- SPOC California Special Concern Species

California Native Plant Society

The CNPS is a private plant conservation organization dedicated to the monitoring and protection of sensitive species in California. The California Native Plant Society's Sixth Edition of the *California Native Plant Society's Inventory of Rare and Endangered Plants of California* separates plants of interest into five categories. CNPS has compiled an inventory comprised of the information focusing on geographic distribution and qualitative characterization of Rare, Threatened, or Endangered vascular plant species of California (Tibor 2001). The list serves as the candidate list for listing as threatened and endangered by CDFG. CNPS has developed five categories of rarity that are summarized in Table 3-1.

Table 3-1
Summary of CNPS Lists 1, 2, 3, & 4

CNPS List	Comments
List 1A – Presumed Extinct in California	Thought to be extinct in California based on a lack of observation or detection for many years.
List 1B – Rare or Endangered in California and Elsewhere	Species, which are generally rare throughout their range that are also judged to be vulnerable to other threats such as declining habitat.
List 2 - Rare or Endangered in California, More Common Elsewhere	Species that are rare in California but more common outside of California
List 3 – Need More Information	Species that are thought to be rare or in decline but CNPS lacks the information needed to assign to the appropriate list. In most instances, the extent of surveys for these species is not sufficient to allow CNPS to accurately assess whether these species should be assigned to a specific list. In addition, many of the List 3 species have associated taxonomic problems such that the validity of their current taxonomy is unclear.
List 4 – Plants of Limited Distribution	Species that are currently thought to be limited in distribution or range whose vulnerability or susceptibility to threat is currently low. In some cases, as noted above for List 3 species above, CNPS lacks survey data to accurately determine status in California. Many species have been placed on List 4 in previous editions of the "Inventory" and have been removed as survey data has indicated that the species are more common than previously thought. CNPS recommends that species currently included on this list should be monitored to ensure that future substantial declines are minimized.

4.0 RESULTS

This section provides the results of general surveys, habitat assessments and focused surveys for special-status plants and wildlife, and a jurisdictional delineation.

4.1 General Reconnaissance Surveys

The Chino Airport property consists predominately of existing developed airport facilities, including runways and taxiways, hangars and other buildings, miscellaneous paved and dirt access roads, and broad paved areas for aircraft movement and storage, and other vehicle movement. Lands within the Study Area surrounding the airport facilities consists mainly of areas actively used for agriculture, as well as other disturbed areas supporting a predominance of ruderal vegetation and non-native grasses. Intermixed among the runways and taxiways are infields that are regularly mowed and maintained as part of airport operation, and support a predominance of ruderal vegetation and non-native grasses.

Vegetation identified on site consists mainly of non-native ruderal vegetation and non-native grasses, including dwarf nettle (*Urtica urens*), horehound (*Marrubium vulgare*), summer mustard (*Hirschfeldia incana*), black mustard (*Brassica nigra*), broad-leaf pepper grass (*Lepidium latifolium*), cultivated barley (*Hordeum vulgare*), lamb's quarters (*Chenopodium album*), sour clover (*Melilotus indica*), London rocket (*Sisymbrium irio*), cheeseweed (*Malva parviflora*), Australian saltbush (*Atriplex semibaccata*), salt grass (*Distichlis spicata*), Bermuda grass (*Cynodon dactylon*), milk thistle (*Silybum marianum*), alfalfa (*Medicago sativa*), common dandelion (*Taraxacum officianale*), and common knotweed (*Polygonum arenastrum*). The on site drainage features support some wetland and riparian species such as southern cattail (*Typha domingensis*), umbrella sedge (*Cyperus eragrostis*), mule fat (*Baccharis salicifolia*), and arroyo willow (*Salix lasiolepis*). A complete floral compendium is included as Appendix A.

Birds observed on site include western burrowing owl (*Athene cunicularia hypugaea*), California horned lark (*Eremophila alpestris actia*), loggerhead shrike (*Lanius ludovicianus*), ferruginous hawk (*Buteo regalis*), northern harrier (*Circus cyaneus*), red-tailed hawk (*Buteo jamaicensis*), black phoebe (*Sayornis nigricans*), European starling (*Sturnus vulgaris*), mourning dove (*Columbia macroura*), western meadowlark (*Sturnella neglecta*), song sparrow (*Melospiza melodia*), American crow (*Corvus brachyrhynchos*), Say's phoebe (*Sayornis saya*), killdeer (*Charadrius vociferous*), house sparrow (*Passer domesticus*), house finch (*Carpodacus mexicanus*), and cattle egret (*Bulbulcus ibis*).

Reptiles observed on site include the western fence lizard (*Sceloporus occidentalis*) and the side-blotched-lizard (*Uta stansburiana*). No amphibians were observed on site during general and focused surveys, but a few species are expected to occur. Mammals observed during surveys include black-tailed jackrabbit (*Lepus californicus bennettii*), desert cottontail (*Sylvilagus audubonii*), Botta's pocket gopher (*Thomomys bottae*), coyote (*Canis latrans*), California ground squirrel (*Spermophilus beecheyi*), and striped skunk (*Mephitis mephitis*). A complete faunal compendium is included as Appendix B.

4.2 Soil Survey

The SCS Soil Survey of San Bernardino County, California (Southwestern Part) identifies five soil types as being mapped for the Study Area. These include Chino silt loam (Cb), Chualar clay loams (CkC & CkD), Grangeville fine sandy loam (Gr), and Merrill silt loam (Me). None of the following soils are suitable to support the Delhi sands flower-loving fly (*Raphiomidas terminatus abdominalis*).

4.2.1 Chino Series

The Chino series consists of somewhat poorly drained, nearly level soils. These soils formed on floodplains and in basins in moderately fine textured alluvium. These soils are moderately slowly permeable. In general, soils of the Chino series are regionally used for irrigated alfalfa, grains, corn silage, and pasture plants. Small areas are used for homesites and related uses. Nearly all of the Airport Study Area is mapped as Chino silt loam (Cb). This nearly level soil occurs in broad, smooth areas on alluvial valley bottoms and in basins. Included with it in mapping are small areas of Merrill silt loam.

4.2.2 Chualar Series

The Chualar series consists of well drained, nearly level to strongly sloping soils. These soils formed on alluvial fans and terraces in mixed, moderately fine textured alluvium. These soils are moderately slowly permeable. In general, soils of the Chualar series are regionally used for irrigated small grains, pasture plants, alfalfa, and silage. Some areas are used for dryfarmed small grains and pasture plants. Two soils of the Chualar series are mapped within the Study Area, occurring in a small portion of the southern edge of the property. These include Chualar clay loam, 2 to 9 percent slopes (CkC) and Chualar clay loam, 9 to 15 percent slopes (CkD). Included in mapping are small areas of Sorrento clay loam, Garretson fine sandy loam, and Ramona sandy loam.

4.2.3 Grangeville Series

The Grangeville series consists of somewhat poorly drained, nearly level soils. These soils formed on the slopes of alluvial fans in moderately coarse textured granitic alluvium. The soils are moderately rapidly permeable. In general, soils of the Grangeville series are regionally used for irrigated alfalfa, small grain, and pasture plants. A small portion of the Study Area (southern edge) is mapped as Grangeville fine sandy loam (Gr). Included with this soil in mapping are small areas of San Emigdio fine sandy loam and Chino silt loam.

4.2.4 Merrill Series

The Merrill Series consists of somewhat poorly drained, nearly level soils that formed on alluvial fans in medium-textured granitic alluvium. These soils are slowly permeable. Drainage has been altered on these soils by pumping ground water for irrigation. In general, soils of the Merrill series are regionally used for such irrigated crops as pasture plants, alfalfa, small grains, and some truck crops. A portion of the western part of the Airport Study Area is

mapped as Merrill silt loam (Me). Included with it in mapping are small areas of Chino silt loam and Grangeville fine sandy loam.

4.3 Vegetation Mapping

During mapping of the Airport Study Area, seven distinct vegetation/land use types were identified. Table 4-1 provides a summary of vegetation types/land used and the corresponding acreage. Detailed descriptions of each type follow the table. A Vegetation Map is attached as Exhibit 3. Site photographs depicting existing conditions are attached as Exhibit 4.

Table 4-1. Summary of Vegetation/Land Use Types for the Chino Airport

Land Use or Vegetation Cover	Total (Acres)
Agriculture	412.30
Dairy	79.45
Disturbed/Developed	369.97
Disturbed/Ruderal	300.84
Riparian Herb	0.16
Ruderal	33.16
Tamarisk Windrow	3.96
Totals	1,199.84

4.3.1 Agriculture

Approximately 412.30 acres of the Study Area consist of areas under active agriculture. Agricultural areas occur on the west, south, and east edges of the property, surrounding the airport facilities. These areas consist of active crop plants and fallow fields. In addition, portions of areas within the proposed runway protection zones (RPZs) support some sort of agricultural activity.

4.3.2 Dairy

Approximately 79.45 acres of the Study Area consist of active dairy operations and associated grazing pasture. These areas coincide with lands within the proposed RPZs.

4.3.3 Disturbed/Developed

Approximately 369.97 acres of the Study Area are disturbed/developed, coinciding with existing airport facilities, including runways and taxiways, paved and dirt access roads, hangars and other buildings, landscaped areas within the main airport facility, and miscellaneous paved and disturbed areas throughout the property.

4.3.4 Disturbed/Ruderal

Approximately 300.84 acres of the Study Area consist of disturbed areas vegetation with ruderal plant species, including a substantial component of non-native grasses. Areas

identified as disturbed/ruderal mainly coincide with infields intermixed with the runways and taxiways, and areas immediately surrounding the runway complex. These areas are regularly disturbed through mowing and other maintenance as a part of ongoing airport operations. As a result of regular maintenance, it is these areas that provide the bulk of suitable habitat currently utilized by burrowing owls.

4.3.5 Riparian Herb

Approximately 0.16 acre of the Study Area consists of a riparian herb community associated with an on site drainage ditch. The ditch occurs in the southwest portion of the Study Area and surrounded on all sides by agricultural areas. For its entire length, the bottom of the ditch is dominated by willow smartweed (*Polygonum lapathifolium*), a native herbaceous species that is a common understory component of riparian areas in the region. In addition to willow smartweed, the start of the drainage ditch supports a single arroyo willow (*Salix lasiolepis*) shrub.

4.3.6 Ruderal

Approximately 33.16 acres of the Study Area was identified as predominately ruderal. This designation coincides with a single area located at the southern edge of the property that is not disturbed through airport operations. This area contains a drainage course that begins at a storm drain outlet and extends southwest before leaving the property at Kimball Avenue. Portions of the drainage course support some areas of hydrophytic vegetation, most of which are also ruderal in nature. As such, the entire area is identified as ruderal vegetation.

4.3.7 Tamarisk Windrow

Approximately 3.96 acres of the Study Area consists of windrows of tamarisk trees (*Tamarix ramosissima*). The designation identifies two main windrows occurring along the eastern edge of the property.

4.4 Special-Status Plants

No special-status plants were observed on site during general and focused surveys and none are expected to occur due to a lack of suitable habitats.

4.5 Special-Status Animals Observed On Site

During general and focused surveys at the property, nine special-status animals were observed at the property, including western burrowing owl (*Athene cunicularia hypugaea*), peregrine falcon (*Falco peregrinus anatum*), California horned lark (*Eremophila alpestris actia*), loggerhead shrike (*Lanius ludovicianus*), ferruginous hawk (*Buteo regalis*), northern harrier (*Circus cyaneus*), white-tailed kite (*Elanus leucurus*), Cooper's hawk (*Accipiter cooperi*), and San Diego black-tailed jackrabbit (*Lepus californicus bennettii*).

4.5.1 Western Burrowing Owl

The western burrowing owl is designated as a Federal Species of Concern as well as a California Species of Concern. Burrowing owl habitat can be found in annual and perennial

grasslands, deserts, and scrub characterized by low-growing vegetation. Burrows are essential for successful breeding. This owl will occupy abandoned rodent burrows and man-made structures such as culverts, pipes, and debris piles. The burrowing owl nesting season begins as early as February and continues through August.

During the initial habitat assessment and surveys conducted in February 2004, GLA biologists observed at least 26 burrowing owls within the Airport Study Area, including what appeared to be nine pairs, and at least eight additional individual owls. Exhibit 5 depicts locations of burrowing owls observed on site. During general and focused surveys conducted in 2005, biologists observed six owl pairs, two of which were observed in the same location as in February 2004. Four of the six pairs were confirmed to have successfully nested based on the observation of juveniles at each nesting burrow.

Due to above-normal rainfall during the 2004-2005 season, the Airport property exhibited substantial vegetation growth in response to rainfall. Many of the areas that were found to support owls in 2004 were overgrown early in 2005, rendering these areas unsuitable for occupation by owls. Therefore, the decline in owls observed from 2004 to 2005 appears to be attributed to a seasonal decline in suitable habitat in response to the extensive vegetation growth. However, the airport property contains vast areas of suitable habitat that are maintained through regular mowing operations are expected to remain suitable provided that regular maintenance

4.5.2 Peregrine Falcon

The peregrine falcon is state-listed as endangered, and is also designated as a California fully protected species and a Federal Species of Concern. Although part of its historic breeding range, the peregrine falcon does not breed in southern California. In the west, breeding habitat consists of high cliffs along the coast. The peregrine falcon was not observed foraging immediately off site, and has some potential to occur on site as a wintering foraging raptor. However, the property occurs outside of the current breeding range for the species, and also does not provide suitable breeding habitat.

4.5.3 California Horned Lark

The California horned lark is designated as a California Species of Concern by CDFG. The horned lark is a small to medium-size passerine. It is pale rufous to pinkish-rufous on the nape and back, has a black bib on its chest, and distinct black "horns" on its crown. The California horned lark breeds and forages on insects and seeds in open habitats, including grasslands and agricultural areas. It is particularly fond of ruderal, grazed, mowed, and other grassland habitats where dense annual and perennial grasses are lacking. The horned lark was observed throughout the Study Area and is expected to breed on site based on the presence of suitable habitat.

4.5.4 Loggerhead Shrike

The loggerhead shrike is designated as a California Species of Concern by CDFG and is also a Federal Species of Concern. The loggerhead shrike is known to forage over open ground within areas of short vegetation, pastures with fence rows, old orchards, mowed roadsides,

cemeteries, golf courses, riparian areas, open woodland, agricultural fields, desert washes, desert scrub, grassland, broken chaparral and beach with scattered shrubs. Individuals like to perch on posts, utility lines and often use the edges of denser habitats. In western Riverside County, the shrike occurs throughout areas of suitable habitat as a yearlong resident, both breeding and wintering. The loggerhead shrike was observed perching in several areas at the Project Site, and is expected to breed on site based on the presence of suitable habitat.

4.5.5 Ferruginous Hawk

The ferruginous hawk is designated as a Federal species of concern, and is also designated as a California Species of Concern by CDFG. The ferruginous hawk is an occupant of open dry country and will perch on mounds or hillocks when trees or posts are not available. The ferruginous hawk does not breed in California; it occurs within the state only during the wintering season. Range-wide, within California, the hawk winters in open terrain and grasslands of plains and foothills. Within southern California, ferruginous hawks typically winter in open fields, grasslands, and agricultural areas. The ferruginous hawk was observed foraging on site during general surveys.

4.5.6 Northern Harrier

The northern harrier is designated as a California Species of Concern by CDFG. The northern harrier utilizes a variety of habitats, including open wetlands, grasslands, wet pasture, old fields, dry uplands, and croplands. The northern harrier was observed foraging on site during general surveys, but would not breed on site due to a lack of suitable breeding habitat.

4.5.7 White-Tailed Kite

The white-tailed kite is designated as a California fully protected species and a Federal Species of Concern. The white-tailed kite occurs in low elevation open grasslands, savannah-like habitats, agricultural areas, wetlands, and oak woodlands. Dense canopies are used for nesting and cover. The white-tailed kite was observed foraging on site during general and focused surveys, but would not breed on site due to a lack of suitable breeding habitat.

4.5.8 Cooper's Hawk

The Cooper's hawk is designated as a California Species of Concern by CDFG. The Cooper's hawk primarily occurs in riparian areas and oak woodlands, most commonly in montane canyons. The hawk is known to use urban areas, occupying trees among residential and commercial developments. The Cooper's hawk was observed foraging on site during general surveys, and has some potential to breed on site based on the presence of potentially suitable habitat.

4.5.9 San Diego Black-Tailed Jackrabbit

The San Diego black-tailed jackrabbit is designated as a California Species of Concern by CDFG. The black-tailed jackrabbit occurs mainly in coastal sage scrub habitats in southern California, often associated with intermediate canopy stages of shrub habitats and herbaceous edges. The jackrabbit is also often associated with grasslands, agricultural areas, ruderal habitats, and other flat lands in the inland empire. The jackrabbit was observed on a few occasions within the agriculture and ruderal areas throughout the Study Area.

4.6 Additional Special-Status Species Warranting Further Discussion

4.6.1 Southwestern Pond Turtle

The southwestern pond turtle is a California Species of Concern and a Federal Species of Concern. The pond turtle is associated with slow-moving permanent or intermittent streams, small ponds and lakes, reservoirs, abandoned gravel pits, permanent and ephemeral shallow wetlands, stock ponds, and treatment lagoons. Abundant basking sites and cover necessary, including logs, rocks, submerged vegetation, and undercut banks.

The southwestern pond turtle has been reported to occur on site by Dr. Jack L. Bath of California Polytechnic University, Pomona. According to Dr. Bath, the pond turtle was previously detected by CSU Pomona graduate students in the ruderal drainage area located in the southern portion of the property, immediately north of Kimball Avenue and west of the extension of Grove Street. The area in question is not typical habitat for the pond turtle, as it does not contain ponding areas or other seasonal/perennial water sources that are typically associated with pond turtle breeding. As such, this area was not initially considered for the pond turtle by GLA biologists. However, based on the reported presence of the pond turtle, further project-specific discussions are warranted.

The drainage area where the turtle was reported from receives ephemeral flows during rainy season. Flows originate from residential and agricultural areas in the City of Ontario to the north and from the Airport property itself. The drainage area consists of a low point, and so holds water for an extended period of time during the rainy season, creating a marsh condition supporting ruderal hydrophytic species. However, this area does not pond water for extended periods late into the spring breeding season. As such, if pond turtles are breeding on site, then they would be expected to breed early in the season when standing water still remains following recent storm events. If pond turtles are not breeding on site, then the presence of pond turtles would currently represent an isolated, non-reproductive sink population, since the turtles would be effectively cut off from the Airport property to the north, east, and west, and from ongoing construction areas to the south.

4.7 Nesting Migratory Birds

The Project Site contains trees, shrubs, and ground cover that provide suitable habitat for nesting migratory birds, including raptors as discussed above. Impacts to nesting birds are prohibited under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code.[5]

4.8 Raptor Habitat

The Chino Airport property provides foraging habitat for a number of raptor species, including several special-status species. Raptors observed during general and focused surveys include red-tailed hawk, ferruginous hawk, Cooper's hawk, northern harrier, American kestrel, peregrine falcon, and white-tailed kite. Raptors were observed foraging throughout the property, focusing on ruderal and grass infields intermixed with the runway and taxiway complex. Raptors were observed perching throughout the property, using trees, buildings, power poles, airport signs, and other structures.

The Airport property also provides potentially suitable breeding habitat for a few raptor species, including red-tailed hawk, Cooper's hawk, and American kestrel. Specifically, suitable breeding areas include the tamarisk tree windrows in the eastern portion of the property, and ornamental trees concentrated in the northern portion of the property. With the exception of the Cooper's hawk, the property would not support other special-status raptors for breeding due to a lack of suitable breeding habitat and/or because the property occurs outside of the breeding range for some species.

4.9 Jurisdictional Waters

The Chino Airport property contains two drainage areas that would be subject to the jurisdiction of the Corps and CDFG, comprising approximately 0.86 acre of jurisdictional waters. Exhibit 6 [Jurisdictional Delineation Map] depicts the location of jurisdictional waters on site.

4.9.1 Drainage A

Approximately 0.70 acre of Corps/CDFG jurisdiction is associated with Drainage A, of which a small portion (0.01 acre) supports Corps jurisdictional wetlands. Drainage A originates in the northeast portion of the property. Flows enter the property from Grove Street, and sheet flow across the site until entering a man-made drainage ditch that extends south along the west of edge of paved extension of Grove Street on the Airport property. This ditch represents that start of the jurisdictional area. The drainage ditch extends approximately 2,100 linear feet before it enters a culvert just north of the eastern extent of the runway/taxiway complex. Immediately south of the runway complex, the drainage re-emerges through an outlet into a natural, ruderal drainage area. From this point, flows extend approximately 1,650 linear feet before leaving the property where it extends under Kimball Avenue.

[5] The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 C.F.R. Part 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 C.F.R.21). In addition, sections 3505, 3503.5, and 3800 of the California Department of Fish and Game Code prohibit the take, possession, or destruction of birds, their nests or eggs.

The upper portion of the drainage ditch is well defined and incised, with the initial 200 linear feet having an asphalt bottom. Further downstream, the bottom of the ditch has become eroded, leaving exposed chunks of asphalt and concrete, until finally the ditch is mostly earthen. The upper reach of Drainage A is mostly unvegetated. The banks are vegetated with ruderal vegetation and non-native grasses, including summer mustard (*Hirschfeldia incana*), five-hook bassia (*Bassia hysopifolia*), rip gut brome (*Bromus diandrus*), red brome (*Bromus madritensis* ssp. *rubens*), and glaucous barley (*Hordeum murinum*). The upper reach of the drainage does not support any jurisdictional wetlands.

The lower portion of the drainage (culvert to Kimball Avenue) consists of a low area supporting a predominance of ruderal vegetation. However, much of the vegetation consists of ruderal hydrophytic species, and so portions of this area support ruderal wetlands, occurring immediately below the outlet culvert and above the inlet at Kimball Avenue.

4.9.2 Drainage B

Approximately 0.16 acre of Corps/CDFG jurisdiction is associated with Drainage B, all of which consists of riparian vegetation dominated by herbaceous species. Drainage B occurs in the southwest portion of the Airport property. The drainage originates as flows from a storm drainpipe and extends south for approximately 1,200 linear feet before entering a culvert at Kimball Avenue. The drainage consists of a man-made drainage ditch that is bordered on all sides by agricultural areas. The drainage supports a single arroyo willow (*Salix lasiolepis*) at the outlet structure. In addition, the bottom of the channel is dominated by willow smartweed (*Polygonum lapathifolium*), creating a ruderal herbaceous wetland.

5.0 IMPACTS

The following discussion examines the potential impacts to plant and wildlife resources that may occur as a result of implementation of the project. Project-related impacts can occur in two forms, direct and indirect. Direct impacts are considered to be those that involve the loss, modification or disturbance of plant communities, which in turn, directly affect the flora and fauna of those habitats. Direct impacts also include the destruction of individual plants or wildlife, which may also directly affect regional population numbers of a species or result in the physical isolation of populations thereby reducing genetic diversity and population stability.

Other impacts, such as loss of foraging habitat, can occur although these areas or habitats are not directly removed by project development; i.e., indirect impacts. Indirect impacts can also involve the effects of increases in ambient levels of noise or light, unnatural predators (i.e., domestic cats and other non-native animals), competition with exotic plants and animals, and increased human disturbance such as hiking and dumping of green waste on site. Indirect impacts may be associated with the subsequent day-to-day activities associated with project build-out, such as increased traffic use, permanent concrete barrier walls or chain-link fences, exotic ornamental plantings that provide a local source of seed, etc., which may be both short-term and long-term in their duration. These impacts are commonly referred to as "edge effects" and may result in a slow replacement of native plants by exotics, and changes in the behavioral patterns of wildlife and reduced wildlife diversity and abundance in habitats adjacent to project sites.

Potential significant adverse effects, either directly or through habitat modifications, on any special-status plant, animal, or habitat that could occur as a result of project development is discussed below.

5.1 California Environmental Quality Act

5.1.1. Thresholds of Significance

Environmental impacts relative to biological resources are assessed using impact significance threshold criteria, which reflect the policy statement contained in CEQA, Section 21001(c) of the California Public Resources Code. Accordingly, the State Legislature has established it to be the policy of the State of California:

> *"Prevent the elimination of fish or wildlife species due to man's activities, ensure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities..."*

Determining whether a project may have a significant effect, or impact, plays a critical role in the CEQA process. According to CEQA, Section 15064.7 (Thresholds of Significance), each public agency is encouraged to develop and adopt (by ordinance, resolution, rule, or regulation) thresholds of significance that the agency uses in the determination of the significance of environmental effects. A threshold of significance is an identifiable quantitative, qualitative or performance level of a particular environmental effect, non-compliance with which means the effect will normally be determined to be significant by the agency and compliance with which means the effect normally will be determined to be less

than significant. In the development of thresholds of significance for impacts to biological resources CEQA provides guidance primarily in Section 15065, Mandatory Findings of Significance, and the CEQA Guidelines, Appendix G, Environmental Checklist Form. Section 15065(a) states that a project may have a significant effect where:

> *"The project has the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or wildlife community, reduce the number or restrict the range of an endangered, rare, or threatened species, ..."*

Therefore, for the purpose of this analysis, impacts to biological resources are considered potentially significant (before considering offsetting mitigation measures) if one or more of the following criteria discussed below would result from implementation of the proposed project.

5.1.2 Criteria for Determining Significance Pursuant to CEQA

Appendix G of the 1998 State CEQA guidelines indicate that a project may be deemed to have a significant effect on the environment if the project is likely to:

> *a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.*
>
> *b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.*
>
> *c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.*
>
> *d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.*
>
> *e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.*
>
> *f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.*

5.2 Vegetation Community/Land Use Impacts

Nearly all impacts associated with the implementation of the Chino Airport Master Plan will occur to non-native vegetation and existing disturbed/developed areas. Impacts would occur to areas under active agricultural use, ruderal vegetation, and disturbed/developed areas. These impacts would be less than significant and would not require mitigation. Individual development projects associated with proposed aircraft storage would impact approximately 0.16 acre associated with a native riparian herb community dominated by willow smartweed (*Polygonum lapathifolium*). The vegetation occurs within the drainage ditch located in the southwest portion of the property. The drainage ditch is also considered to be a jurisdictional water subject to regulation by the Corps and CDFG. With mitigation, impacts to the riparian herb vegetation would be less than significant.

5.3 Burrowing Owls

Implementation of individual projects associated with the Chino Airport Master Plan has the potential to impact occupied burrowing owl habitat. In addition, without adequate measures, implementation of individual projects has the potential to result in direct impacts to burrowing owls. The loss of occupied burrowing owl habitat would be considered significant without adequate mitigation measures. Direct impacts to burrowing owls are prohibited by the California Fish and Game Code and the Migratory Bird Treaty Act.

5.4 Southwestern Pond Turtle

A single proposed development project would impact the lower portion of Drainage A, and may have the potential to impact southwestern pond turtle. As discussed in Section 4.0 of this document, if pond turtles are present, they would be considered an isolated population that may have limited reproductive ability based on the low quality of habitat. Impacts to the pond turtles, if present, and the loss of the habitat would be considered less than significant. However, prior to development in this area, an effort should be made to trap and relocate pond turtles that may remain in this area.

5.5 Other Special-Status Animals

Implementation of the Chino Airport Master Plan would result in the loss of foraging and general use habitat for several other special-status animals, including California horned lark, loggerhead shrike, Cooper's hawk, northern harrier, ferruginous hawk, peregrine falcon, white-tailed kite, and San Diego black-tailed jackrabbit. However, the Master Plan will still provide for over 480 acres of undeveloped areas that would provide foraging and general use habitat for these species. As such, the loss of habitat for these species would be less than significant.

5.6 Nesting Birds

Implementation of individual projects associated with the Chino Airport Master Plan would result in the removal of trees, shrubs, and ground cover with the potential to support nesting migratory birds, including raptors. Impacts to such species are prohibited under the Migratory

Bird Treaty Act (MBTA) and California Fish and Game Code.[6] Adequate mitigation measures would be required to avoid direct impacts to nesting birds.

5.7 Raptor Habitat

Implementation of the Chino Airport Master Plan would result in the loss of raptor foraging habitat. Habitat to be affected by individual development projects mainly includes lower quality agricultural areas. In addition, following implementation of the Master Plan the property will still contain approximately 480 acres of undeveloped areas providing adequate foraging habitat for raptors. Therefore, the loss of raptor foraging habitat would be less than significant.

Individual projects may also result in the removal of vegetation with the potential to support nesting raptors. As discussed above, mitigation measures would be required to avoid direct impacts to nesting birds, including raptors.

5.8 Jurisdictional Waters

Implementation of the Chino Airport Master Plan would result in impacts to Waters of the United States subject to the jurisdiction of the Corps and streams subject to the jurisdiction of CDFG. Impacts to jurisdictional waters would be the result of both Airport projects, as well as private development projects. Table 5-1 provides a breakdown of approximate impacts to jurisdictional waters by project type. Exact project-specific impacts to jurisdictional waters, including Corps wetlands and CDFG riparian vegetation should be determined through a project-specific jurisdictional delineation. With adequate mitigation, impacts to jurisdictional waters would be less than significant.

Table 5-1. Jurisdictional Impacts By Project Type

Project Type	Impacts to Jurisdictional Waters (Acres)
Runway Expansion (Airport Project))	0.21
Aviation Related/Commercial (Private Project)	0.50
Aircraft Storage (Private Project)	0.16

5.8.1 Corps Jurisdiction

Impacts to Corps jurisdiction will require a Section 404 permit from the Corps, as well as a Section 401 Water Quality Certification from the Regional Water Quality Control Board (Regional Board). Each project will require a separate 404 permit from the Corps and 401 Certification from the Regional Board.

[6] The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 C.F.R. Part 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 C.F.R.21). In addition, sections 3505, 3503.5, and 3800 of the California Department of Fish and Game Code prohibit the take, possession, or destruction of birds, their nests or eggs.

Since the Runway Expansion Project would impact less than 0.50 acre of Corps jurisdiction, the project (Airport project) would be eligible for authorization through the Nationwide Permit (NWP) program, specifically NWP 14 for Linear Transportation Projects.

The private development projects may be also be eligible for authorization under one or more NWPs depending on the specifics of the project. Each NWP has specific acreage limitations and impact thresholds. The most common NWP to be applied to the private development projects would be NWP 39 (Residential, Commercial, and Institutional Developments). For projects to be eligible under NWP 39, the individual projects must not result in the permanent loss of greater then 0.50 acre of waters, and/or greater than 300 linear feet of non-ephemeral streams.

Projects not eligible by NWP must obtain an Individual Section 404 Permit from the Corps.

5.8.2 CDFG Jurisdiction

Impacts to CDFG jurisdiction will require a Section 1600 Streambed Alteration Agreement from CDFG. A separate Agreement would be required for each separate project, both Airport projects and private development projects, regardless of the amount of impact.

6.0 MITIGATION MEASURES

The following mitigation/conservation measures and protocols are recommended to ensure that impacts to sensitive resources would be reduced to below a level of significance.

6.1 Burrowing Owls

Based on the presence of an established burrowing owl population at the Airport property, individual development projects at the Chino Airport property would have the potential to impact occupied burrowing owl habitat and disrupt owls. Following complete implementation of the Chino Airport Master Plan, including individual development projects, the overall property will contain approximately 480 acres of undeveloped open areas, which mainly includes infields intermixed with the runways and taxiways, and other lands immediately surrounding the runway/taxiway complex. Additional open areas will include the runway protection zones extending north of Merrill Avenue, west of Euclid Avenue, south of Kimball Avenue, and into agricultural areas to the east. The majority of burrowing owls observed at the property occur within areas to remain undeveloped under the current Master Plan. In addition, a substantial amount of the currently unoccupied areas exhibit extensive burrowing rodent activity and so provides suitable habitat for owls. The majority of these lands will continue to provide long-term habitat for burrowing owls under the existing land use.

The long-term conservation of burrowing owls at the Airport property, in consideration of proposed individual development projects, can be accomplished through habitat use within the remaining undeveloped areas combined with the passive relocation of owls from proposed development sites that contain occupied habitat. Project-specific burrowing owl habitat assessments and focused surveys, as well as the relocation of owls from development sites should be the responsibility of individual development projects.

The following measures are recommended to ensure that the implementation of the Chino Airport Master Plan (including individual projects) will result in less than significant impacts to burrowing owls and their occupied habitat:

- Individual development projects will obtain a qualified biologist to conduct a habitat assessment for burrowing owls to identify potentially suitable habitat. If the project area contains suitable habitat, the biologist shall conduct focused surveys to determine the presence/absence of burrowing owls. Habitat assessments and focused surveys will be conducted following CDFG accepted survey protocols.

- If potentially suitable habitat is identified through habitat assessments, but burrowing owls are not identified during focused surveys, then pre-construction surveys should be conducted no more than 30 days prior to grading to ensure that burrowing owls have not established at the development site since the last surveys.

- If surveys confirm that an individual development site is occupied by burrowing owls, mitigation measures (following measures identified below) to minimize impacts to burrowing owls, their burrows, and foraging habitat should be incorporated into subsequent, project-level CEQA documents as enforceable conditions. Projects and situations vary, and so mitigation measures should be adapted to fit specific circumstances.

- If burrowing owls are found on an individual project site, development of the site, including the expansion of existing land uses or other land use activities that could result in the loss of occupied habitat and disrupt owls, will be required to follow the CDFG burrowing owl relocation protocols. The following protocols mirror those implemented by the City of Chino. Since the future condition of the Airport property under the Master Plan would provide a substantial amount of suitable habitat, much of which is currently unoccupied, passive relocation of owls from individual development areas are preferred over active relocation (i.e., trapping). Passive relocation involves encouraging owls to move from occupied burrows to alternate natural or artificial burrows occurring at least 50 meters from the impact zone with a minimum of 6.5 acres of suitable foraging habitat for each pair of relocated owls. Key components of this protocol are as follows:

    - Occupied burrows shall not be disturbed during the nesting season (February 1 through August 31), unless a qualified biologist familiar with burrowing owl breeding ecology verifies through non-invasive methods that either: 1) the birds have not begun egg-laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

    - Individual project will identify suitable areas to be designated as relocation habitat. It is understood that passive relocation does not guarantee that owls will move to a specific designated area. However, to increase the likelihood of successful passive relocation, the relocation site should occur in close proximity to the development site where feasible. Project proponents will coordinate with the Chino Airport to ensure that proposed relocation habitat is not identified within areas proposed for development. The project proponent's biologist will conduct surveys of the proposed relocation site to determine whether the site currently supports burrowing owls. If owls are already present at the designated relocation area, and cannot support additional owls, an alternate relocation site shall be evaluated. Areas designated as relocation sites will be assessed to determine whether an adequate number of suitable unoccupied burrows are present. Within designated relocation habitat, replacement burrows (natural or artificial) will be provided at a 2:1 ratio over impacted occupied burrows.

    - If artificial burrows are to be created, a qualified biologist shall construct the artificial burrows prior to passively relocating owls from the development site. Artificial burrows shall be constructed following a design accepted by CDFG. A time period of at least one week is recommended following construction of artificial burrows and prior to excluding owls from the development site, in order to allow owls to move and acclimate to replacement burrows.

    - Owls should be excluded from the burrows in the immediate impact zone and within a 50-meter buffer zone by installing one-way doors in burrow entrances. One-way doors should be left in place for one week to insure that owls have left occupied burrows before excavating the burrows.

    - When excavating burrows, hand tools should be used (as feasible) and the burrows should be refilled to prevent reoccupation. Sections of flexible plastic

tubing should be inserted into the tunnels during excavation to maintain escape routes for any animals that may still be located inside the burrow.

- The Chino Airport should prepare a Burrowing Owl Management Plan to address survey and relocation procedures (as described herein) as well as responsibilities and maintenance considerations with respect to artificial burrows and burrows containing active nests. The Owl Management Plan would serve as a stand-alone document for implementation of the various burrowing owl measures. At a minimum, the Management Plan should address the following:

    - The Plan would clearly identify the responsibilities of the individual development projects with respect to project-specific surveys, artificial burrow construction, and owl relocation.

    - The Plan would describe the accepted survey protocols to be followed by project-specific surveys, as well as the accepted protocols for conducting passive relocations of owls from individual development sites.

    - The Plan would establish Airport maintenance procedures with respect to vegetation maintenance of any artificially created burrows, and hand mowing (as opposed to machine mowing) around nesting burrows during the nesting season.

6.2 Southwestern Pond Turtle

The following measure is recommended avoid direct impacts to southwestern pond turtle in the lower portion of Drainage A:

- Prior to development of the drainage area where southwestern pond turtle was previously recorded, the individual development project affecting this area will obtain a qualified biologist to conduct a trapping study in an effort to trap pond turtle individuals. The biologist will coordinate with CDFG to identify potentially suitable candidate sites for relocation. If pond turtles are captured during the trapping effort, individual turtles will be relocated to the selected site.

6.3 Raptor Habitat

Following implementation of the Chino Airport Master Plan, the property will continue to provide adequate foraging habitat for raptors. However, the property contains suitable nesting habitat for raptors, including the tamarisk tree windrows, that may be affected development projects. Therefore, the following measure is recommended to ensure that impacts to raptor habitat would be less than significant:

- Windrows (proposed for removal) that provide viable raptor habitat shall be replaced in a manner supportive of raptor habitat.

6.4 Nesting Birds

The following measure is recommended for individual development projects to avoid impacts to nesting birds:

- If possible, the removal of potential nesting vegetation will be conducted outside of the nesting season (February 1 to August 31). If vegetation must be removed during the nesting season, a qualified biologist will conduct a nesting bird survey of potentially suitable nesting vegetation prior to removal. Surveys will be conducted no more than three (3) days prior to scheduled removals. If active nests are identified, the biologist will establish buffers around the vegetation containing the active nest (300 feet for raptors, 50 feet for all other birds). The vegetation containing the active nest will not be removed, and no grading will occur within the established buffer, until a qualified biologist has determined that the nest is no longer active (i.e., the juveniles are surviving independent from the nest).

6.5 Jurisdictional Waters

Jurisdictional waters occur on site, portions of which would be affected to different individual development projects. To adequately determine the full extent of temporary and permanent impacts to Corps jurisdiction (including wetlands) and CDFG jurisdiction (including riparian vegetation) associated with individual projects, and to ensure that impacts are mitigation for to the satisfaction of CEQA, the following measures are recommended:

- Project-specific jurisdictional delineations will be conducted for individual projects to determine the extent of impacts to Corps and CDFG jurisdiction at that time.

- Prior to the issuance of a grading permit, individual projects will obtain the necessary authorizations from the regulatory agencies for proposed impacts to jurisdictional waters. Authorizations may include, but are not limited to, a Section 404 permit from the Corps, a Section 401 Water Quality Certification from the Regional Board, and a Section 1602 Streambed Alteration Agreement from CDFG.

- Project-specific impacts to jurisdictional waters will be mitigated at a minimum 1:1 ratio in a manner to be determined by the project proponent and to be approved by the Corps, CDFG, and the Regional Board through the permitting process.

6.6 Level of Significance After Mitigation

With the above-referenced mitigation measures, implementation of the Chino Airport Master Plan would result in less than significant impacts to sensitive biological resources.

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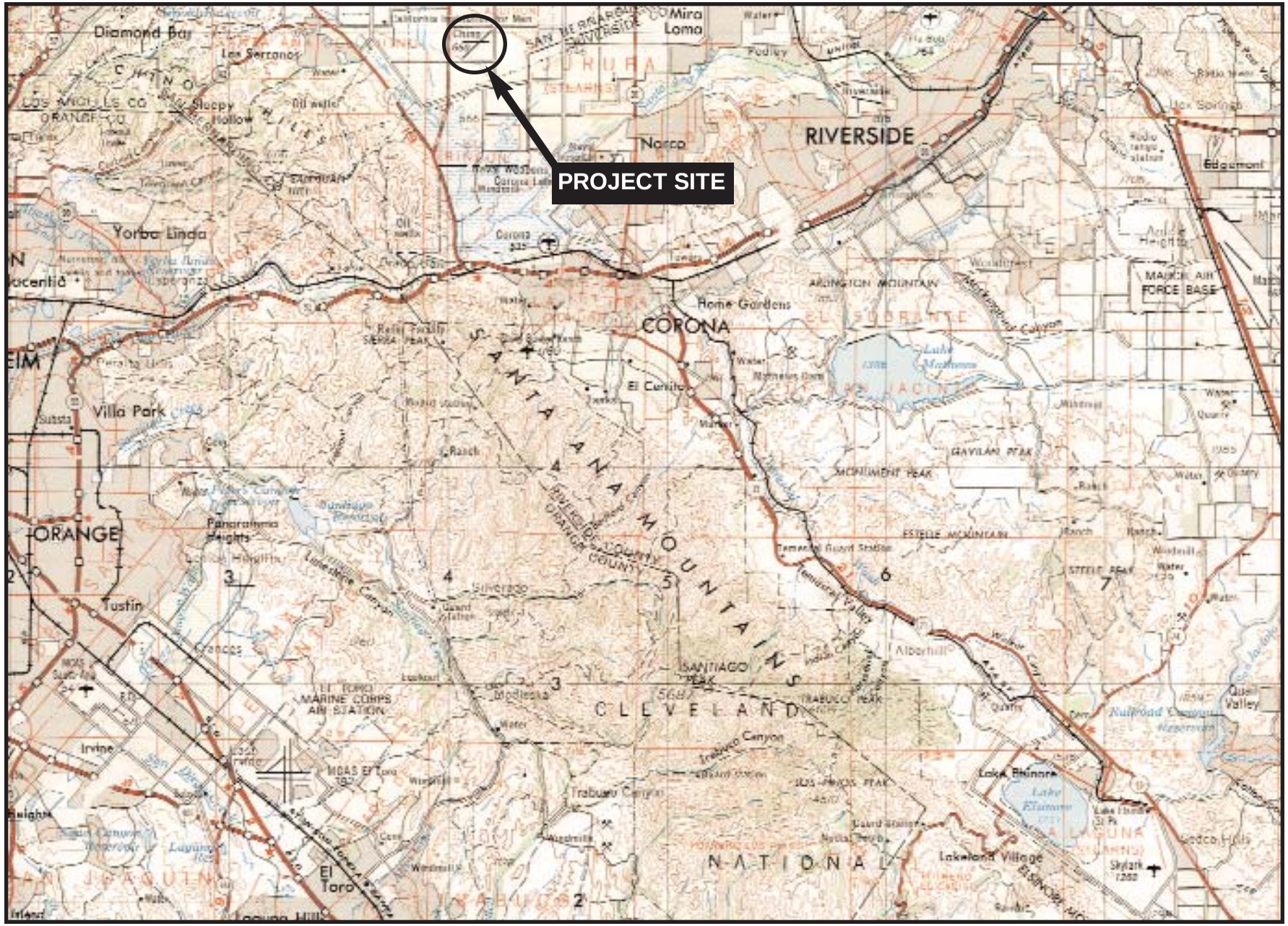
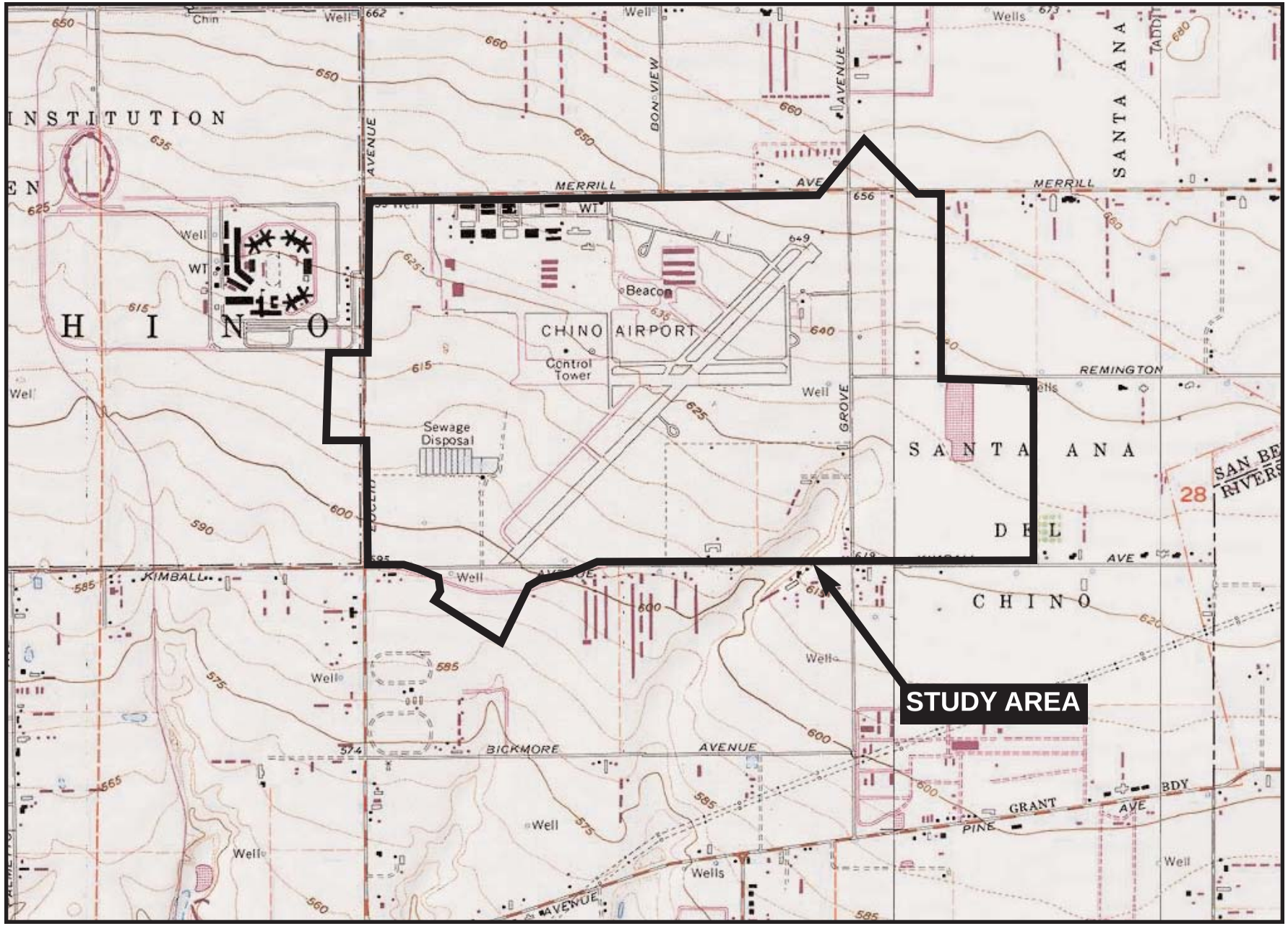


CHINO AIRPORT MASTER PLAN

Regional Map

GLENN LUKOS ASSOCIATES

EXHIBIT 1



CHINO AIRPORT MASTER PLAN

Vicinity Map

GLENN LUKOS ASSOCIATES

EXHIBIT 2

Legend

Vegetation/Land Use Type

- Agriculture
- Dairy
- Disturbed/Developed
- Disturbed/Ruderal
- Riparian Herb
- Ruderal
- Tamarisk Windrow

0 250 500 1,000
Feet

CHINO AIRPORT MASTER PLAN

Vegetation/Land Use Map [Exhibit 3]

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GLENN LUKOS ASSOCIATES

Date Last Modified: September 9, 2005

Photograph 1. View of Airport property looking north. The photo provides a representative view of the exsiting developed portion of the Airport.

Photograph 2. View of Airport property looking south. The photo provides a representative view of the active agricultural areas.

GLENN LUKOS ASSOCIATES

EXHIBIT 4

CHINO AIRPORT MASTER PLAN

Site Photographs

Photograph 3. View of Airport property looking southeast. The photo provides a view of a tamarisk windrow and an active agricultural area.

Photograph 4. View of Airport property looking northeast. The photo provides a represenstative view of a disturbed/ruderal area adjacent to the runway complex.

GLENN LUKOS ASSOCIATES

EXHIBIT 4

CHINO AIRPORT MASTER PLAN

Site Photographs

Photograph 5. View of Airport property looking northwest. The photo provides a view of the runway complex intermixed with disturbed/ruderal areas.

Photograph 6. View of Airport property looking east. The photo provides a view of a disturbed/ruderal area adjacent to developed portions of the property.

GLENN LUKOS ASSOCIATES

EXHIBIT 4

CHINO AIRPORT MASTER PLAN

Site Photographs

Photograph 7. View of Airport property looking north. The photo provides a representative view of Drainage A.

Photograph 8. View of Airport property looking south. The photo provides another representative view of Drainage A.

GLENN LUKOS ASSOCIATES

EXHIBIT 4

CHINO AIRPORT MASTER PLAN

Site Photographs

Legend

Study Area Boundary

Burrowing Owl Locations

- Burrowing Owl Pair (2004 & 2005)
- Burrowing Owl Pair (2004)
- Burrowing Owl Pair (2005)
- Single Burrowing Owl (2004)

0 250 500 1,000 Feet

CHINO AIRPORT MASTER PLAN

Burrowing Owl Location Map [Exhibit 5]

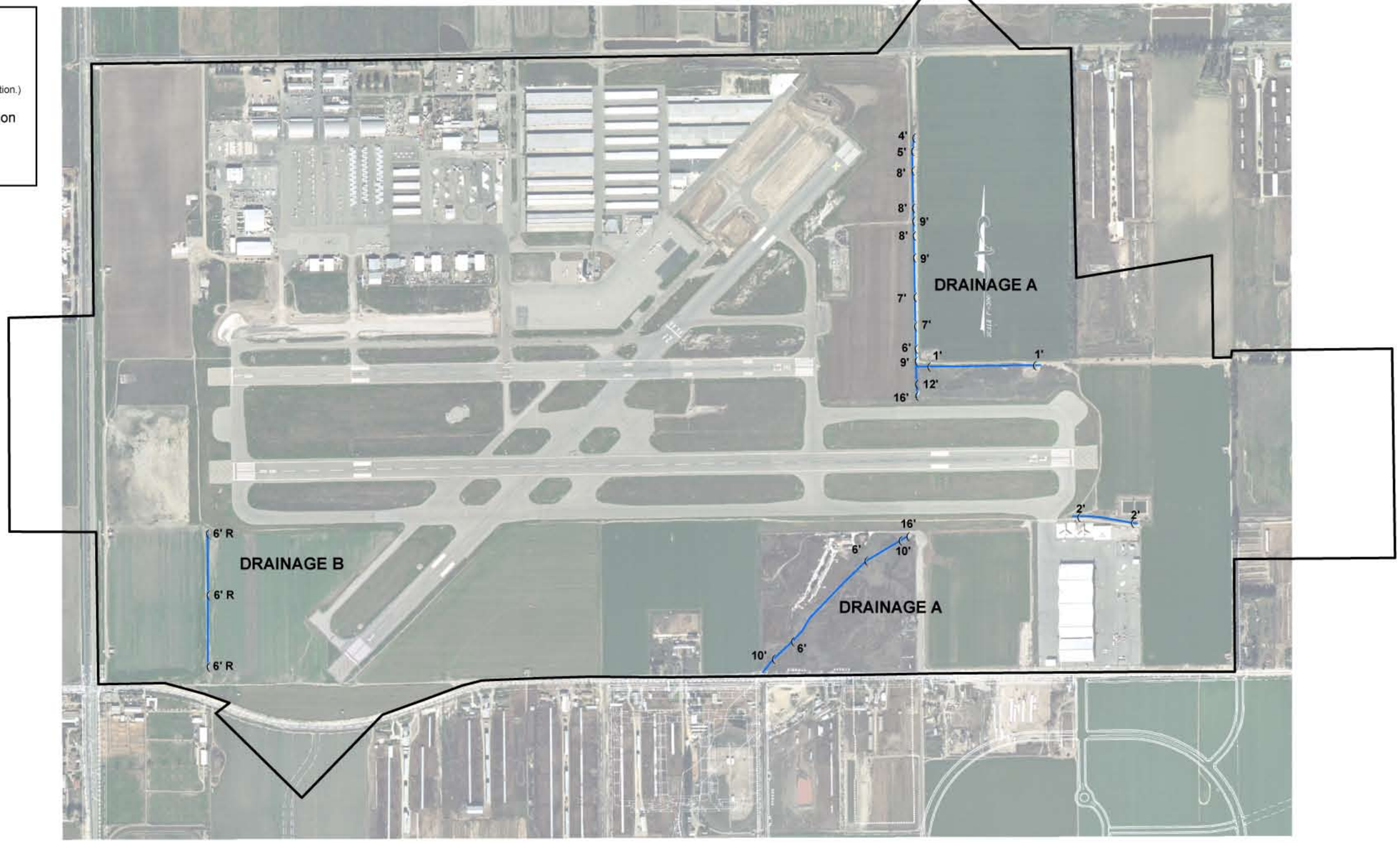
GLENN LUKOS ASSOCIATES

T:\0650-01a.burrowing_owl_map.qxd

Date Last Modified: July 19, 2005

Legend

- 5' R — OHWM/Streambed Width
  (The number represents the width of the Corps OHWM/ CDFG streambed. An 'R' denotes CDFG riparian vegetation.)
- Areas Within Corps and CDFG Jurisdiction
- Study Area Boundary



0 250 500 1,000 Feet

CHINO AIRPORT MASTER PLAN

Jurisdictional Delineation Map [Exhibit 6]

GLENN LUKOS ASSOCIATES

T:\0650-01a.jurisdictional_delineation.qxd

Date Last Modified: September 12, 2005

APPENDIX A

FLORAL COMPENDIUM

The floral compendium lists species identified on the project site. Taxonomy follows the Jepson Manual (Hickman 1993). Additional common plant names are taken from Munz (1974) and Roberts (1998). An asterisk (*) denotes a non-native species.

ANGIOSPERMS-DICOTS

Amaranthaceae – Amaranth Family

Amaranthus blitoides
prostrate pigweed
Amaranthus palmeri
Palmer's pigweed

Anacardiaceae – Sumac Family

**Schinus molle*
Peruvian pepper tree

Asteraceae – Sunflower Family

Baccharis salicifolia
mule fat
**Carduus pycnocephalus*
Italian thistle
**Centaurea melitensis*
tocalote
**Chamomilla suaveolens*
pineapple weed
**Cirsium vulgare*
bull thistle
**Conyza canadensis*
common horseweed
Helianthus annuus
western sunflower
**Hypochaeris glabra*
smooth cat's ear
**Lactuca serriola*
prickly lettuce
**Senecio vulgaris*
common groundsel
**Silybum marianum*
milk thistle
**Sonchus oleraceus*
common sow-thistle

Boraginaceae – Borage Family

Amsinckia menziesii var. *intermedia*
common fiddleneck
Heliotropum curassavicum
alkali heliotrope

Brassicaceae – Mustard Family

**Brassica nigra*
black mustard
**Cypsela bursa-pastoris*
shepherd's purse
**Hirshfeldia incana*
summer mustard
**Lepidium latifolium*
broad-leaved peppergrass
**Raphanus sativus*
wild radish
**Sisymbrium irio*
London rocket

Caryopyllaceae – Pink Family

**Spergularia bocconei*
Boccone's sand spurry
**Stellaria media*
common chickweed

Chenopodiaceae – Goosefoot Family

**Atriplex semibaccata*
Australian saltbush
**Bassia hyssopifolia*
five-hook bassia
**Chenopodium album*
lamb's quarters
**Salsola tragus*
Russian thistle

Convolvulaceae – Morning-Glory Family

**Convolvulus arvensis*
field bindweed

Euphorbiaceae – Spurge Family

**Chamaesyce* sp.
spurge

*_Ricinus communis_
castor-bean

Fabaceae – Pea Family

*_Medicago polymorpha_
bur-clover
*_Medicago sativa_
alfalfa
*_Melilotus indica_
yellow sweet-clover

Geraniaceae – Geranium Family

*_Erodium botrys_
giant filaree
*_Erodium cicutarium_
red-stemmed filaree
*_Erodium moschatum_
white-stemmed filaree

Juglandaceae – Walnut Family

*_Juglans regia_
English walnut

Lamiaceae – Mint Family

*_Lamium amplexicaule_
henbit
*_Marrubium vulgare_
horehound

Malvaceaea – Mallow Family

*_Malva parviflora_
cheeseweed

Myrtaceae – Myrtle Family

*_Eucalyptus_ sp.
blue gum

Oleaceae – Olive Family

*_Fraxinus penssylvanicus_
Pennsylvania ash

Polygonaceae – Buckwheat Family

* *Polygonum arenastrum*
common knotweed
Polygonum lapathifolium
willow smartweed
* *Rumex crispus*
curly dock

Platanaceae – Sycamore Family

Platanus racemosa
western sycamore

Salicaceae – Willow Family

Salix gooddingii
black willow
Salix lasiolepis
arroyo willow

Scrophulariaceae – Figwort Family

**Veronica persica*
Persian speedwell

Solanaceae – Nightshade Family

Datura wrightii
Jimsonweed

Tamaricaceae – Tamarisk Family

**Tamarix ramossissima*
Mediterranean tamarisk

Urticaceae – Nettle Family

Urtica urens
dwarf nettle

Zygophyllaceae – Caltrop Family

*Tribulus terrestris
puncture vine

ANGIOSPERMS -- MONOCOTS

Arecaceae – Palm Family

* *Washingtonia robusta*
Mexican fan palm

Cyperaceae – Sedge Family

Cyperus eragrostis
umbrella sedge

Poaceae – Grass Family

**Avena* spp.
wild oat
**Bromus catharticus*
rescue grass
**Bromus diandrus*
ripgut brome
**Bromus hordeaceus*
soft chess
**Bromus madritensis* ssp. *rubens*
red brome
**Cynodon dactylon*
Bermuda grass
Distichlis spicata
Saltgrass
**Echinochloa crus-galli*
barnyard grass
**Hordeum murinum* ssp. *leporinum*
hare barley
**Hordeum vulgare*
cultivated barley
Leptochloa uninervia
dense-flowered sprangletop
**Lolium multiflorum*
Italian rye-grass
**Phalaris minor*
canary grass
**Polypogon monspeliensis*
rabbitsfoot grass
**Schismus barbatus*
Mediterranean schismus
**Sorghum halepense*
Johnsongrass

Typhaceae – Cat-Tail Family

Typha domingensis
southern cat-tail

APPENDIX B
FAUNAL COMPENDIUM

The faunal compendium lists species that were either observed within or adjacent to the Study Area (denoted by a '*'), or that have some potential to occur within or adjacent to the Study Area (denoted by a '+'). Taxonomy and common names are taken from the California Wildlife Habitat Relationships System (CDFG 2003); AOU (1998) and CDFG (1990) for birds; Stebbins (1985), Collins (1990), Jones et al. (1992), and CDFG (1990) for reptiles and amphibians; and CDFG (1990) for mammals.

AMPHIBIANS

BUFONIDAE – TRUE TOADS

+ *Bufo boreas*
western toad

HYLIDAE – TREE FROGS AND RELATIVES

* *Pseudacris cadaverina*
California chorus frog
* *Pseudacris regilla*
Pacific chorus frog

REPTILES

PHRYNOSOMATIDAE – LIZARDS

* *Sceloporus occidentalis*
western fence lizard
+ *Uta stansburiana*
side-blotched lizard

COLUBRIDAE - COLUBRIDS

+ *Coluber constrictor*
racer
+ *Diadophis punctatus*
ringneck snake
+ *Lampropeltis getula*
California kingsnake
+ *Masticophis flagellum*
coachwhip
+ *Pituophis melanoleucus*
gopher snake

BIRDS

ARDEIDAE – HERONS AND BITTERNS

+ *Ardea alba*
great egret
+ *Ardea herodias*
great blue heron
* *Bubulcus ibis*
cattle egret

ANATIDAE – SWANS, GEESE, AND DUCKS

* *Anas platyrhynchos*
mallard

THRESKIORNITHIDAE – IBISES AND SPOONBILLS

+ *Plegadis chihi*
white-faced ibis

CATHARTIDAE – NEW WORLD VULTURES

* *Cathartes aura*
turkey vulture

ACCIPITRIDAE – HAWKS AND HARRIERS

* *Accipiter cooperi*
Cooper's hawk
+ *Accipiter striatus*
sharp-shinned hawk
+ *Aquila chrysaetos*
golden eagle
* *Buteo jamaicensis*
red-tailed hawk
* *Buteo lineatus*
red-shouldered hawk
* *Buteo regalis*
ferruginous hawk
* *Circus cyaneus*
northern harrier
* *Elanus leucurus*
white-tailed kite

FALCONIDAE – FALCONS

+ *Falco columbarius*

merlin
* *Falco mexicanus*
prairie falcon
* *Falco peregrinus*
peregrine falcon
* *Falco sparverius*
American kestrel

CHARADRIIDAE – PLOVERS AND RELATIVES

* *Charadrius vociferus*
killdeer

SCOLOPACIDAE – SANDPIPERS AND RELATIVES

+ *Numenius phaeopus*
whimbrel

LARIDAE –GULLS AND TERNS

+ *Larus californicus*
California gull
+ *Larus delawarensis*
ring-billed gull

COLUMBIDAE – PIGEONS AND DOVES

* *Columbia livia*
rock dove
+ *Columbina passerina*
common ground dove
* *Zenaida macroura*
mourning dove

TYTONIDAE – BARN OWLS

+ *Tyto alba*
barn owl

STRIGIDAE – TYPICAL OWLS

* *Athene cunicularia hypugaea*
western burrowing owl
+ *Bubo virginianus*
great horned owl

APODIDAE – SWIFTS

+ *Aeronautes saxatalis*

white-throated swift

TROCHILIDAE – HUMMINGBIRDS

\+ *Archilochus alexandri*
black-chinned hummingbird
* *Calypte anna*
Anna's hummingbird
* *Calypte costa*
Costa's hummingbird
* *Selasphorus sasin*
Allen's hummingbird

PICIDAE – WOODPECKERS

\+ *Colaptes auratus*
northern flicker
\+ *Melanerpes formicivorus*
acorn woodpecker
\+ *Picoides nuttallii*
Nuttall's woodpecker

TYRANNIDAE – TYRANT FLYCATCHERS

\+ *Myiarchus cinerascens*
ash-throated flycatcher
* *Sayornis nigricans*
black phoebe
* *Sayornis saya*
Say's phoebe
* *Tyrannus verticalis*
western kingbird
* *Tyrannus vociferans*
Cassin's kingbird

LANIIDAE – SHRIKES

* *Lanius ludovicianus*
loggerhead shrike

CORVIDAE – JAYS, MAGPIES, AND CROWS

\+ *Aphelocoma californica*
western scrub-jay
* *Corvus brachyrhynchos*
American crow
* *Corvus corax*
common raven

ALAUDIDAE – LARKS

* *Eremophila alpestris actia*
  California horned lark

HIRUNDINIDAE – SWALLOWS

* *Hirundo rustica*
  barn swallow
* *Stelgidopteryx serripennis*
  northern rough-winged swallow
* *Tachycineta bicolor*
  tree swallow
+ *Tachycineta thalassina*
  violet-green swallow

AEGITHALIDAE – BUSHTIT

+ *Psaltriparus minimus*
  bushtit

TROGLODYTIDAE – WRENS

+ *Thryomanes bewickii*
  Bewick's wren
+ *Troglodytes aedon*
  house wren

REGULIDAE – KINGLETS

+ *Regulus calendula*
  ruby-crowned kinglet

TURDIDAE – THRUSHES

+ *Sialia mexicana*
  western bluebird
+ *Turdus migratorius*
  American robin

TIMALIIDAE – BABBLERS

+ *Chamaea fasciata*
  wrentit

MIMIDAE – MOCKINGBIRDS AND TRASHERS

* *Mimus polyglottos*
  northern mockingbird

STURNIDAE – STARLINGS

* *Sturnus vulgaris*
European starling

PARULIDAE – WOOD WARBLERS AND RELATIVES

* *Dendroica coronata*
yellow-rumped warbler
\+ *Dendroica nigrescens*
black-throated gray warbler
* *Geothlypis trichas*
common yellowthroat
\+ *Wilsonia citrina*
hooded warbler
\+ *Wilsonia pusilla*
Wilson's warbler

THRAUPIDAE – TANAGERS

\+ *Piranga ludoviciana*
western tanager

EMBERIZIDAE – EMBERIZINES

* *Chondestes grammacus*
lark sparrow
\+ *Junco hyemalis*
dark-eyed junco
* *Melospiza melodia*
song sparrow
* *Passerculus sandwichensis*
savannah sparrow
\+ *Pipilo crissalis*
California towhee
\+ *Pipilo maculatus*
spotted towhee
* *Zonotrichia leucophrys*
white-crowned sparrow

CARDINALIDAE – CARDINALS, GROSBEAKS, AND ALLIES

\+ *Passerina amoena*
lazuli bunting
\+ *Passerina caerulea*
blue grosbeak
\+ *Pheucticus melanocephalus*
black-headed grosbeak

ICTERIDAE – BLACKBIRDS, ORIOLES, AND ALLIES

+ *Agelaius phoeniceus*
red-winged blackbird
* *Euphagus cyanocephalus*
Brewer's blackbird
+ *Icterus bullocki*
Bullock's oriole
+ *Icterus cucullatus*
hooded oriole
+ *Molothrus ater*
brown-headed cowbird
+ *Quiscalus quiscula*
common grackle
* *Sturnella neglecta*
western meadowlark

FRINGILLIDAE – FINCHES

+ *Carduelis lawrencei*
Lawrence goldfinch
* *Carduelis psaltria*
lesser goldfinch
+ *Carduelis tristis*
American goldfinch
* *Carpodacus mexicanus*
house finch

PASSERIDAE – OLD WORLD SPARROWS

* *Passer domesticus*
house sparrow

MAMMALS

DIDELPHIDAE – MARSUPIALS

+ *Didelphis virginiana*
Virginia opossum

SORICIDAE – SHREWS

+ *Notiosorex crawfordi*
desert shrew
+ *Sorex ornatus*
ornate shrew

TALPIDAE – MOLES

+ *Scapanus latimanus*
broad-footed mole

VESPERTILIONIDAE – EVENING BATS

+ *Antrozous pallidus*
pallid bat
+ *Eptesicus fuscus*
big brown bat
+ *Myotis californicus*
California myotis
+ *Myotis ciliolabrum*
western small-footed myotis
+ *Myotis evotis*
long-eared myotis
+ *Myotis thysanodes*
fringed myotis
+ *Myotis volans*
long-legged myotis
+ *Myotis yumanensis*
yuma myotis

MOLOSSIDAE – FREE-TAILED BATS

+ *Tadarida brasiliensis*
Mexican free-tailed bat

LEPORIDAE – RABBITS AND HARES

* *Lepus californicus bennettii*
San Diego black-tailed jackrabbit
* *Sylvilagus audubonii*
desert cottontail

SCIURIDAE – SQUIRRELS

* *Spermophilus beecheyi*
California ground squirrel

GEOMYIDAE – POCKET GOPHERS

* *Thomomys bottae*
Botta's pocket gopher

MURIDAE – MICE, RATS, AND VOLES

+ *Mus musculus*

house mouse
+ *Peromyscus californicus*
California mouse
+ *Peromyscus maniculatus*
deer mouse
+ *Rattus norvegicus*
Norway rat
+ *Rattus rattus*
black rat
+ *Reithrodontomys megalotis*
western harvest mouse

CANIDAE – FOXES, WOLVES, AND RELATIVES

* *Canis familiaris*
feral dog
* *Canis latrans*
coyote

PROCYONIDAE – RACCOONS

+ *Procyon lotor*
raccoon

MUSTELIDAE – WEASELS AND RELATIVES

+ *Mustela frenata*
long-tailed weasel

MEPHITIDAE – SKUNKS

+ *Mephitis mephitis*
striped skunk

FELIDAE – CATS

+ *Felis catus*
feral cat

Appendix F
COMMENTS RECEIVED DURING PUBLIC REVIEW PERIOD AND DEPARTMENT OF AIRPORTS RESPONSE TO COMMENTS

CHINO AIRPORT

STATE OF CALIFORNIA--YOUTH AND ADULT CORRECTIONAL AGENCY GRAY DAVIS, Governor

DEPARTMENT OF CORRECTIONS
California Institution for Men
P. O. Box 128
Chino, CA 91708

August 12, 2003

J. William Ingraham, A.A. E., Director
Chino Airport Initial Study
San Bernardino County Department of Airports
825 East 3rd Street, Suite 203
San Bernardino, CA 92415-0831

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR THE CHINO AIRPORT MASTER PLAN

Dear Mr. Ingraham:

The California Institution for Men (CIM) received for review and comment the July 2003 Initial Study for the proposed Chino Airport Master Plan. We want to thank you for the opportunity of allowing us to review and comment about the document. The CIM has the following comments:

Project Description, Property Acquisition – Page 3

- This section proposes the acquisition of a 30 acres of State land west of the airport for an aviation easement to meet FAA Runaway Protective Zone (RPZ) standards. The State is concerned that an easement would severely limit the State's ability to use the property in the future. The airport should explore alternatives that do not require an easement.

If you have any questions or would like additional information, please contact Scott Williams, Associate Warden Business Services, at (909) 597-1821, extension 4014 or 7055.

Sincerely,

LORI R. DICARLO
Warden
California Institution for Men

July 30, 2003

Mr. Bill Ingraham
County of San Bernardino
Department of Airports
825 E. Third Street, Room 203
San Bernardino, CA 92415-0831

Subject: Comments on Initial Study (Environmental): Chino Airport Master Plan

Dear Mr. Ingraham:

Thank you very much for spending some time with me on the telephone last week regarding the Initial Study, Master Plan and ultimate impacts to our farm/dairy property, commonly referred to as Quest and Homestead Dairy Farms, 6301-6313 Archibald Avenue, Corona CA. Further, I would like to thank you for sending me a complete copy of the 1991 Comprehensive Land Use Plan-Chino Airport.

Mr. Ingraham, as I stated when we spoke, it appears that our property is being land banked by Riverside County in that it is pre-designated in their RCIP as Light Industrial, when all property immediately to the east and south of ours (directly across the street on the east and on our property line on the south) has been predesignated and is being built as residential. To date, all of our attempts have been to change this predesignation such that our property could (and would have already been sold) as residential and/or commercial, as we simply don't believe that having our cows on the property line and across the street from new homes is good land use planning, notwithstanding that the cows were there first. Furthermore, extensive truck traffic associated with Light Industrial in and amidst residential neighborhoods strikes me as odd, and possibly a dangerous land use impact.

However, after many months of attempting to better understand the staff's and Board of Supervisor's thinking with respect to this predesignation, and meetings with Planning Department staff and Supervisor Tavaglione's staff, the recurring theme is that they cannot support any changes to land use for us as a result of the impact to our property from the Chino Airport. I should point out too, that my two neighbors and I commissioned a study (Chino Airport Land Use Compatibility Report) by Aviation Systems to evaluate the impacts of the Airport to our properties utilizing the new Caltrans 2002 guidelines, as opposed to the 1991 guidelines contemplated in the existing Comprehensive Land Use Plan-Chino Airport. This study demonstrated that the majority of our 103-acre farm site falls outside of the 60 dB CNEL boundaries and pertinent Safety Zones thereby allowing residential development. Again however, it has been made abundantly clear to us that Riverside County will not support our attempts at alternatives to Light Industrial Zoning for our property until such time as the Chino Airport Master Plan and subsequent Land Use Plan demonstrate that which we have presented as a result of the Compatibility Report.

Mr. Ingraham, notwithstanding the results of the Compatibility Report, I believe the real issues that appear to be hampering the development of our property in Riverside County is the impacts that San Bernardino County is having with respect to extending runways to the east. As a result, I must vigorously suggest that a mitigated negative declaration for this extensive of a project does not seem appropriate given the safety and noise impacts to our property from the easterly expansion of the runways. While I have heard that it is the extensive capital costs of modifying Euclid Avenue to the west which has caused the runway development to the east, our feeling is that San Bernardino County Airports-Chino should expand land use impacting runways and capital facilities in a direction that only impacts their county, not vice versa. I feel this way particularly in light of the fact that the actions by San Bernardino County appear to have had and continue a damaging land use and value impact (some may even go so far as to suggest inverse-reverse condemnation) to our property, as alluded to earlier.

Unfortunately, while I would like to see the Master Plan move forward such that a subsequent land use plan could be completed with new 2002 Cal Trans Guidelines denoting how our property falls outside of prior 1991 CNEL and Safety Zones affording residential development, I have been advised that it may be appropriate for me to express my concerns regarding how the Chino Airport impacts our property as this time. I trust that you understand the impacts from the Airport have tremendously significant deleterious associations to my property, from an environmental and economic perspective.

Thank you for allowing me to comment, and of course feel free to contact me at anytime should you wish to discuss my concerns further.

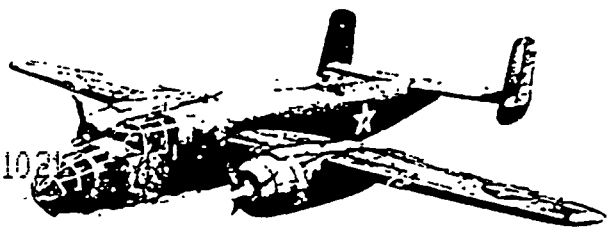
Very Truly Yours,

Robb Quincey
11515 Santa Anita Avenue
Chino, CA 91710
909.226.2727 Cell
909.590.9544 Home

AERO TRADER

7000 MERRILL AVENUE, BOX 19
HANGAR A497, CHINO AIRPORT
CHINO, CALIF. 91710
(909) 597-4020

AIRPORTS 08 29 '03 AM 10 21



B-25 PARTS & MANUALS
WARBIRD MAINTENANCE & RESTORATIONS

August 27, 2003

Mr. J. William Ingraham
Director of Airports
San Bernardino County Department of Airports
825 East 3rd Street Room 203
San Bernardino, CA 92415

Dear Mr. Ingraham,

I recently reviewed the master plan for Chino Airport at the office of the Chino Airport Manager, James Jenkins. My company, Aero Trader, has been a tenant on Chino Airport since 1985. Aero Trader is a WWII aircraft restoration company and we specialize in larger aircraft such as the North American B-25.

In the plan, I see that the length of Runway 3-21 is to be reduced at both ends to provide for more clearways on approach. While I see no landing operational problems with a shortened runway, I would encourage you to create the clearway by displacing the runway thresholds at each end instead of physically removing tarmac. This would retain a full length runway for takeoffs and additional overrun on landing. The runway surface is already in place and future ground maintenance would also be easier (no weeds to mow or dirt to wash away).

Displaced thresholds are not uncommon and as an example, El Cajon's Gillespie Field (KSEE) 27R, 17 and 35 along with San Diego's Montgomery Field (KMYF) 5 and 28R are runways with displaced thresholds that still allow full length takeoff operations.

As a pilot, it is always nice to have as much runway in front of you to allow for operational emergencies or takeoff aborts. Since a displaced threshold involves no more expense than repainting an existing runway, it would seem this is the most **cost effective** and **safe** way to solve the proposed clearway creation.

Sincerely,

Tony Ritzman
Aero Trader
Comm., SMEL, Inst, CFII

cc: James Jenkins, CNO Mgr

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse

Gray Davis
Governor

Tal Finney
Interim Director

August 19, 2003

Bill Ingraham
City of San Bernardino
825 E Third St. Room 203
San Bernardino, CA 92415-0831

Subject: Chino Master Plan-Intial Study
SCH#: 2003071113

Dear Bill Ingraham:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on August 18, 2003, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2003071113
Project Title Chino Master Plan-Intial Study
Lead Agency San Bernardino, City of

Type Neg Negative Declaration

Description The County of San Bernardino, Department of Airports, has prepared a Master Plan for Chino Airport. This plan defines the Airport's role over the next twenty years and identifies future facility needs to suppoort this role and meet project demand. The Chino Airport Master Plan proposes a number of physical improvements to Chino Airport.

1. Extend Runway 8L-26R 662 feet east;
2. Acquire approximately 65 acres of land fee simple and a 30-acre easement to meet Federal Aviation Administration (FAA) standards for the Runway Protection Zone (RPZ);
3. Relocate the Instrument Landing System (ILS) from Runway 26R-to 26L;
4. Develop new taxiways; and
5. Develop new apron building, roadway, and automobile parking

Lead Agency Contact

Name Bill Ingraham
Agency City of San Bernardino
Phone 909-387-7806 **Fax**
email
Address 825 E Third St. Room 203
City San Bernardino **State** CA **Zip** 92415-0831

Project Location

County San Bernardino
City Chino
Region
Cross Streets Euclid and Kimball Avenues
Parcel No.
Township 4S **Range** 5E **Section** 20,29 **Base**

Proximity to:

Highways State Route 83
Airports
Railways
Waterways
Schools
Land Use Residential, Medium/High Density Residential, Light Industrial, Public Facility

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Minerals; Noise; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Game, Region 6; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 8; Air Resources Board, Airport Projects; Regional Water Quality Control Board, Region 8; Native American Heritage Commission

Date Received 07/18/2003 **Start of Review** 07/18/2003 **End of Review** 08/18/2003

Note: Blanks in data fields result from insufficient information provided by lead agency.

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS – M.S.#40
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-4959
FAX (916) 653-9531
TTY (916) 651-6827

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August 8, 2003

Clear 8.18.03

Mr. Bill Ingraham
Department of Airports
825 E. Third Street, Room 203
San Bernardino, CA 92415-0831

Dear Mr. Ingraham:

Re: *Chino Airport Master Plan, Initial Study/Mitigated Negative Declaration*
SCH# 2003071113

Thank you for including the California Department of Transportation (Department), Division of Aeronautics, in the environmental review process for the above-referenced project. We have reviewed the Initial Study/Mitigated Negative Declaration, dated July 2003, and offer the following comments relative to the environmental management of the proposed activities.

1. The project is the adoption of the Chino Airport Master Plan. The plan defines the role of the airport over the next twenty years and identifies future facility needs to support this role and project demand. The Master Plan proposes the following improvements to Chino Airport: (1) The extension of Runway 8L-26R by 662 feet; (2) the acquisition of approximately 65 acres of land fee simple and a 30-acre easement to meet the Federal Aviation Administration's (FAA) standards for the Runway Protection Zones; (3) the relocation of the Instrument Landing System (ILS) from Runway 26R to 26L; (4) the development of new taxiways; and (5) the development of a new apron building, roadways, and parking lots. The City of Chino, acting in its capacity as the California Environmental Quality Act (CEQA) Lead Agency, has determined that all impacts related to this project can be reduced to a less than significant level.

2. Please be advised that amendments and corrections to the State airport permit will be required for the implementation of the proposed projects referenced in the Airport Master Plan, and the Department will be a Responsible Agency under CEQA for any State airport permit amendments. The Department will follow the procedures outlined in CEQA Guidelines 15096, "Process for Responsible Agency," for the environmental management of the runway extensions. Please coordinate with our Aviation Safety Officer Mr. Kurt Haukohl at (916) 654-5284 to ensure that the State airport permit will be amended for the runway extensions and corrected for all other proposed improvements.

3. The guidance in the FAA's Advisory Circular 150/5370-2E, "Operational Safety on Airports During Construction." should be incorporated into the environmental document. The Environmental Assessment should clarify any permanent or temporary (construction-related) impacts on airport imaginary surfaces, as defined by the Federal Aviation Regulation Part 77. The FAA may require the filing of the Form 7460-1, Notice

of Proposed Construction and Alteration, for some of the project-specific activities. For further technical information, please refer to the FAA's Air Traffic and Airspace Management web page at http://www1.faa.gov/ats/ata/ATA400/oeaaa.html.

4. Tiering and the assessment of cumulative impacts are two key concepts for the environmental management of program level airport master plans, which contain multiple projects to be implemented over a long period of time. Chapters 3 and 10 of the FAA Order 5050.4A, the Airport Environmental Handbook, deal with environmental management strategies on how to address tiering and cumulative impacts, respectively. You can view the Airport Environmental Handbook on our website at http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/environment.html. Tiering is the use of a program level environmental document for a later project-specific application. While tiering is encouraged for environmental streamlining, it also comes with certain time and scope limitations. Tiering is discussed in CEQA Guidelines, Section 15152. Secondly, a cumulative impact is the impact on the environment that results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. Therefore, we recommend that the proposed Airport Master Plan and its environmental document analyze consistency with all regional and local transportation and land use plans, such as the Regional Transportation Plan, and municipal General/Specific Plans. CEQA Guidelines, Section 15130, also provides guidance regarding the assessment of cumulative impacts.

5. To facilitate interagency coordination and consistency, and based on FAA Orders 1050.1D / 5050.4A, we recommend that the FAA's environmental determination for the proposed Airport Master Plan under the National Environmental Policy Act be referenced in the CEQA document.

These comments reflect the areas of concern to the Department's Division of Aeronautics. We advise you to contact our District 08 office concerning surface transportation issues.

We appreciate the opportunity to review and comment on this project. If you have any questions, please call me at (916) 654-5253.

Sincerely,

D. Cohen

DAVID COHEN
Associate Environmental Planner

c: State Clearinghouse
Chino Airport

Chino Valley Independent Fire District

2005 Grand Avenue
Chino Hills, CA 91709
(909) 902-5260 Administration
(909) 902-5280 Fire Prevention
(909) 902-5250 Fax
http://cvifd.org

July 23, 2003

Chino Airport Initial Study
San Bernardino County Department of Airports
825 East 3rd Street, Suite 203
San Bernardino, CA 92415-0831

RE: CHINO AIRPORT MASTER PLAN-INITIAL STUDY (July 2003)

Dear Mr. Ingraham:

The Fire District has reviewed the Chino Airport Master Plan-Initial Study dated July 2003.

Below are the Fire District comments intended to enhance safety within the community:

1. The construction of the fire station planned for the south side of the airport is a condition of development for Chino Subarea-2 prior to the 1,350th home being built. The planning and design phase of the fire station project has recently begun. This fire station will house a municipal type fire engine and assigned firefighting personnel.

   A mutually agreeable fire station site needs to be provided for the south side of the Chino Airport to provide access to runway areas and airport structures, as well as to provide access off of the Chino Airport onto Kimball Ave.

2. The planned location to expand the proposed southern fire station in the event the Chino Airport FAA index or other needs change requiring Crash Fire Rescue apparatus and personnel needs to be maintained.

3. All building construction at the Chino Airport needs to be approved by the authority having jurisdiction for building and fire code requirements and local standards for safety. This includes, but is not limited to, fire protection water supply and apparatus access.

4. All occupancy uses regulated by the Fire Code, including hazardous materials handling and storage, needs to receive prior approval by the Fire District and County of San Bernardino.

5. All buildings need to be identified with approved addressing.

6. Alternative fire protection for structures served by the fire suppression water storage ponds needs to be completed prior to removing the existing ponds.

6. Noise levels need to be addresses regarding the fire station personnel to be assigned to the new southern fire station.

7. Taxiway alternative chosen needs to connect the runway system to the proposed fire station on the south side of the Chino Airport shown in Exhibit 1.

8. The planned perimeter maintenance road needs to be designed to allow fire apparatus access from the proposed southern fire station location to airport structures north of the runways.

Please contact me at the above telephone number if further clarification is needed.

We appreciate the opportunity to comment on the Chino Airport Master Plan-Initial Study.

Sincerely,

Paul L. Benson
Fire Chief

Tom J. Maxham

By: Tom J. Maxham
Division Chief/Fire Marshal

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS – M.S.#40
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AIRPORTS 08 13 '03 PM01 32

August 8, 2003

Mr. Bill Ingraham
Department of Airports
825 E. Third Street, Room 203
San Bernardino, CA 92415-0831

Dear Mr. Ingraham:

Re: *Chino Airport Master Plan, Initial Study/Mitigated Negative Declaration SCH# 2003071113*

Thank you for including the California Department of Transportation (Department), Division of Aeronautics, in the environmental review process for the above-referenced project. We have reviewed the Initial Study/Mitigated Negative Declaration, dated July 2003, and offer the following comments relative to the environmental management of the proposed activities.

1. The project is the adoption of the Chino Airport Master Plan. The plan defines the role of the airport over the next twenty years and identifies future facility needs to support this role and project demand. The Master Plan proposes the following improvements to Chino Airport: (1) The extension of Runway 8L-26R by 662 feet; (2) the acquisition of approximately 65 acres of land fee simple and a 30-acre easement to meet the Federal Aviation Administration's (FAA) standards for the Runway Protection Zones; (3) the relocation of the Instrument Landing System (ILS) from Runway 26R to 26L; (4) the development of new taxiways; and (5) the development of a new apron building, roadways, and parking lots. The City of Chino, acting in its capacity as the California Environmental Quality Act (CEQA) Lead Agency, has determined that all impacts related to this project can be reduced to a less than significant level.

2. Please be advised that amendments and corrections to the State airport permit will be required for the implementation of the proposed projects referenced in the Airport Master Plan, and the Department will be a Responsible Agency under CEQA for any State airport permit amendments. The Department will follow the procedures outlined in CEQA Guidelines 15096, "Process for Responsible Agency," for the environmental management of the runway extensions. Please coordinate with our Aviation Safety Officer Mr. Kurt Haukohl at (916) 654-5284 to ensure that the State airport permit will be amended for the runway extensions and corrected for all other proposed improvements.

3. The guidance in the FAA's Advisory Circular 150/5370-2E, "Operational Safety on Airports During Construction," should be incorporated into the environmental document. The Environmental Assessment should clarify any permanent or temporary (construction-related) impacts on airport imaginary surfaces, as defined by the Federal Aviation Regulation Part 77. The FAA may require the filing of the Form 7460-1, Notice

of Proposed Construction and Alteration, for some of the project-specific activities. For further technical information, please refer to the FAA's Air Traffic and Airspace Management web page at http://www1.faa.gov/ats/ata/ATA400/oeaaa.html.

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5. To facilitate interagency coordination and consistency, and based on FAA Orders 1050.1D / 5050.4A, we recommend that the FAA's environmental determination for the proposed Airport Master Plan under the National Environmental Policy Act be referenced in the CEQA document.

These comments reflect the areas of concern to the Department's Division of Aeronautics. We advise you to contact our District 08 office concerning surface transportation issues.

We appreciate the opportunity to review and comment on this project. If you have any questions, please call me at (916) 654-5253.

Sincerely,

D. Cohen

DAVID COHEN
Associate Environmental Planner

c: State Clearinghouse
Chino Airport

CITY OF CHINO HILLS
2001 GRAND AVENUE
CHINO HILLS, CALIFORNIA 91709
(909) 364-2600 ◆ (909) 364-2695 FAX

August 14, 2003

Mr. Mark Kranenburg, Assistant Director
Chino Airport Initial Study
San Bernardino County Department of Airports
825 East 3rd Street, Suite 203
San Bernardino, California 92415-0831

Subject: **Notice of Intent to Adopt a Mitigated Negative Declaration for the Chino Airport Master Plan**

Dear Mr. Kranenburg:

Thank you for the opportunity to review the Initial Study for the Airport Master Plan. At this time we have no comments or concerns about the plan.

We appreciate being involved in the planning and review process for projects that may affect our citizens.

Sincerely,
COMMUNITY DEVELOPMENT DEPARTMENT

Jeffrey S. Adams
City Planner

SOUTHERN CALIFORNIA AGRICULTURAL LAND FOUNDATION
13839 BON VIEW AVENUE, CHINO, CA 91710
TEL 909-464-0186 FAX 909-464-9135

August 20, 2003

Mr. J. WIlliam Ingraham, Director
Department of Airports
825 E. Third Street, Room 203
San Bernardino, CA 92415-0831

Re: Comments to the Initial Study relative to your Notice of Intent to Adopt a Mitigated Negative Declaration for the Chino Airport Master Plan.

Dear Mr. Ingraham:

The following comments are offered with respect to the Initial Study relative to the projects impacts on agricultural land and Williamson Act contracts.

The Initial Study, Page 7, "Agricultural Resources", "Substantiation b) states, "It is anticipated that the adoption of the Specific Plan will result in the termination of the Williamson Act contracts. This would occur regardless of whether or not the proposed airport improvements occur".

The adoption of the Specific Plan (City of Chino) does not result in Private Property Williamson Act contract cancellations. The Williamson Act including SB 831 provides specific law related to the Williamson Act contract cancellation process. Conversion (development) of Williamson Act contracted land can only take place after the process of contract cancellation is complete. Purchase and conversion of Williamson Act land by a Public Agency does not absolve the agency of the requirement to implement feasible mitigation for the resulting loss of protected agricultural land. Irrespective of an agency's CEQA Analysis, Government Code 51290-51292 is relevant to termination of a Williamson Act contract.

Mitigation using agricultural conservation easements can be implemented by at least two approaches: the outright purchase of agricultural easements on alternate land of equal size or the donation of easements and/or mitigation fees to a local, regional, or state organization or agency whose purpose includes the acquisition and stewardship of agricultural land and agricultural conservation easements.

As you know, the Southern California Agricultural Land Foundation is working with the City of Chino and the County Department of Real Estate Services toward a mutual goal of establishing a permanent agricultural preserve east and south of the current Chino Airport boundary. The northern limit would be Merrill Avenue, the eastern limit

would be the Cucamonga Channel. The southern limit would be the northern boundary of Kimball Avenue. Approximately 170 acres of the target area is zoned agriculture. The City of Chino is supportive of acquiring land zoned for light industrial for conversion to permanent agricultural use.

As we have discussed with you, agricultural use is a compatible use within some airport safety zones. We look forward to any assistance and cooperation that we may provide as you look at potential mitigation for your Airport Master Plan.

Respectfully,

Chuck Hale
Executive Director

cc: SCALF Board

SOUTHERN CALIFORNIA

ASSOCIATION of GOVERNMENTS

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

August 7 2003

Mr. J. William Ingraham
Chino Airport Initial Study
San Bernardino County Department of Airports
825 East 3rd Street, Room 203
San Bernardino, CA 92502

RE: SCAG Clearinghouse No. I 20030413 Chino Master Plan-Initial Study

Dear Mr. Ingraham:

Thank you for submitting the **Chino Master Plan-Initial Study** for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the **Chino Master Plan-Initial Study**, and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time.

A description of the proposed Project was published in SCAG's July 16-31, 2003 Intergovernmental Review Clearinghouse Report for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1867. Thank you.

Sincerely,

JEFFREY M. SMITH, AICP
Senior Regional Planner
Intergovernmental Review

LAW OFFICES
PALMIERI, TYLER, WIENER, WILHELM & WALDRON LLP
A LIMITED LIABILITY PARTNERSHIP INCLUDING PROFESSIONAL CORPORATIONS

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ROBERT F. WALDRON (1927-1998)

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SAMUEL I. WU
ELIZABETH VALADEZ
RENETTA A. CAYA

*A PROFESSIONAL CORPORATION

August 18, 2003

REFER TO FILE NO
33248-001

VIA OVERNITE EXPRESS

J. William Ingraham, A.A.E.
Chino Airport Initial Study
San Bernardino Department of Airports
825 E. Third Street, Room 203
San Bernardino, CA 92415-0831

Re: Objection to Notice of Intent to Adopt a Mitigated Negative Declaration for the Chino Airport Master Plan

Dear Mr. Ingraham:

This firm has been retained to represent Mr. and Mrs. Jim and Annie Nyenhuis in connection with the County of San Bernardino' s announced intention to adopt a Mitigated Negative Declaration for the Chino Airport Master Plan. This will respond to the above-referenced notice to Mr. and Mrs. Nyenhuis by letter dated July 16, 2003.

Mr. and Mrs. Nyenhuis own a parcel of real property consisting of approximately 60 acres, commonly known as 8711 Remington Avenue, Chino, California 91719-9277, situated immediately east of runways 8L-26R and 8R-26L of the Chino Airport. The subject property has long been improved with and used as an operating dairy, now consisting of 1,000 cows.

The project as described in the Initial Study will require the acquisition of approximately 54 acres beyond runway 8L-26L, including a substantial portion of the subject property. The attached environmental checklist only briefly references this acquisition, identifying its impacts as "less than significant," and completely ignoring the

fact that one property owner is being made to bear the brunt of the County's property acquisition needs.

The Initial Study's designation of the subject property for future "fee simple acquisition," and its graphic depiction of the same, constitutes a public announcement of the County's intent to acquire a substantial portion of that property in the indeterminate future. The impending acquisition of approximately two-thirds of the property renders infeasible, at least beyond the foreseeable short term, the continued operation of the Nyenhuis dairy. The County's announcement likewise renders impossible any use of the subject property other than its current use on an interim basis, pending the County's acquisition for the airport expansion. Though deemed "less than significant" for purposes of the environmental checklist, the impacts of the project upon Mr. and Mrs. Nyenhuis are substantial and bear further investigation and mitigation.

Mr. and Mrs. Nyenhuis request that, to the extent that the County is inclined to adopt a mitigated negative declaration for this project, that negative declaration should include mitigation measures providing for the immediate acquisition of the subject property as necessary for the project.

If you have any questions or comments concerning the contents of this letter, please contact the undersigned at 949/851-7204.

Very truly yours,

Patrick A. Hennessey

PAH:cg

cc: Jim & Annie Nyenhuis

TRI-COUNTY CONSERVATION LEAGUE
P. O. Box 51127
Riverside, CA 92517

August 21, 2003

AIRPORTS 08 22 '03 PM01:19

Certified Mail

Mr. Bill Ingraham
County of San Bernardino
Department of Airports
825 E. Third Street, Room 203
San Bernardino, CA 92415-0831

RE: Proposed Mitigated Negative Declaration
Chino Airport Master Plan

Dear Mr. Ingraham:

I am enclosing a hard copy of our letter faxed to your office yesterday. Please advise us of the location, dates, and times of all hearings that will be held on this proposed Mitigated Negative Declaration. Thank you.

Sincerely,

Jack L. Bath

Jack L. Bath, Ph.D.
President

Encl.: hard copy of TCCL comments

TRI-COUNTY CONSERVATION LEAGUE
P. O. Box 51127
Riverside, CA 92517

August 20, 2003

Mr. Bill Ingraham
County of San Bernardino
Department of Airports
825 E. Third Street, Room 203
San Bernardino, CA 92415-0831

RE: Proposed Mitigated Negative Declaration
Chino Airport Master Plan

Dear Mr. Ingraham:

I have been asked by Tri-County Conservation League (TCCL) to comment on the above initial study & proposed Mitigated Negative Declaration ("Project"). TCCL is a 501 C(4) corporation striving to conserve and preserve the natural, educational, and recreational values of the Santa Ana River and its tributaries and adjacent lands in Orange, Riverside, and San Bernardino Counties.

I am a professor (now emeritus) of 32 years service in the Biological Sciences Department at this California State Polytechnic University, Pomona where I have taught the subjects of Life Science, Limnology and Human Anatomy. I am a member of the Raptor Research Foundation. I have developed a long-standing (28 years) familiarity of the Chino Valley area and the larger the San Bernardino County Agricultural Preserve area as a consequence of direct observations and my research on Burrowing Owls and the migratory waterfowl.

This initial study should be circulated to Chino Hills State Park (CHSP) because of the potential for this project to impact regional resources. Some species of migratory birds that nest in CHSP also forage in or adjacent to the Airport grounds. The unnamed water flow (marsh) has increased in avian diversity usage through the years. Since the study does not appear to have a clearing house (SCH) number, I am not able to determine if CHSP (or its regional office) received a copy of this study. Also, this study should have been circulated to the bus transportation office within five miles of the proposed project as required under the California Environmental Quality Act (CEQA).

I have observed the following list of avian species regularly in the subject open space areas, fire suppression ponds, and/or the unnamed marsh-water course that are the subject of this study:

Great Blue Heron	Least Sandpiper	Western Scrub Jay
Great Egret	Dowitcher species	American Crow
Snowy Egret	Common Snipe	Bushtit
Cattle Egret	Ring-billed Gull	House Wren
White-faced Ibis	Western Gull	Northern Mockingbird
Canada Goose	Rock Dove	California Thrasher
Mallard	Spotted Dove	American Pipit
Cinnamon Teal	Mourning Dove	Loggerhead Shrike **
Northern Shoveler	Burrowing Owl **	European Starling
Turkey Vulture	White-throated Swift	Yellow-rumped Warbler
Red tailed Hawk	Anna's Hummingbird	Common Yellowthroat
Golden Eagle	Nuttall's Woodpecker	California Towhee

American Kestrel	Black Phoebe	Savannah Sparrow
Common Moorhen	Say's Phoebe	Song Sparrow
American Coot	Cassin's Kingbird	Red-winged Blackbird
Killdeer	Western Kingbird	Western Meadowlark
Black-necked Stilt	Rough-winged swallow	House Finch
American Avocet	Cliff Swallow	Lesser Goldfinch
Greater Yellowlegs	Barn Swallow	House Sparrow
Lesser Yellowlegs		

** I have regularly seen these species at the airport's perimeter structures and fencing, both day and night. The Burrowing Owl on the Prado Quadrangle of the California Native Species Database, and the airport presence is recorded in the EIR that was done for the City of Ontario's General Plan for the annexation of its portion of the Agricultural Preserve.

Impacts to wildlife that are likely to occur include:

1. Loss of waterfowl habitat due to the removal of the fire suppression ponds
2. Kill of migratory birds, including raptors, due to landings or takeoffs. Further, since the Burrowing Owls are attacked to lights during foraging, the proposed Runway End Identification Lights may result in owl kill by air traffic
3. Direct destruction of the nests of ground-nesting migratory birds, especially the Burrowing Owl, Western Meadowlark, and probably will occur due to the installation of the extension, taxiway development, and airport infrastructure improvements (new helipad, aircraft storage hangar, the relocated buildings A-385 & A-390, the fuel farm, and the Joint Use Firefighting Station).
4. Pollution of ground water and unnamed water course by surface runoff. The present study does not attempt to identify the types of chemicals that are known to be surface pollutants at other airports. Also, the study has not revealed to the reading audience what spillages have occurred, if any, at Chino Airport in the past.
5. Direct loss of raptor foraging habitat due to destruction of prey base or their nests. All of the airport infrastructure improvements to be constructed on the areas now open space will contribute to this loss.
6. Incremental loss of raptor foraging habitat, a concern of the Department of Fish & Game (DFG). The present study does not access the significance of this loss (as required by CEQA) in the light of the loss contributed by past and known future projects in the Chino Valley.

The Burrowing Owl is the most vulnerable raptor known by me to occur on this project since it is ground nesting. Since the outdated environmental documents of 1986 & 1988, the DFG invoked CEQA Guidelines Section 15380 subs. (b) and (d) to manage the Burrowing Owl as an endangered or "rare" species, and issued a Survey Protocol and Mitigation Guidelines to be followed for this species in CEQA actions:

"The burrowing owl is a Species of Special Concern to California because of declines of suitable habitat and both localized and statewide population declines. Guidelines for the implementation of the California Environmental Quality Act (CEQA) provide that a species be

considered as endangered or "rare" regardless of appearance on a formal list for the purposes of the CEQA (Guidelines, Sections 15380, subsections b and d). The CEQA requires a mandatory finding of significance if impacts to threatened or endangered species are likely to occur (Sections 21001 (a), 21083, Guidelines 15380, 15064, 15065). Avoidance or mitigation must be presented to reduce impacts to less than significant levels". (From: DFG Staff Report on Burrowing Owl Mitigation).

The Chino Airport Master Plan project, being subject to CEQA review, should incorporate and utilize the Burrowing Owl protocol: "Projects not subject to CEQA review may have to be handled separately since the legal authority the Department has with respect to burrowing owls in this type of situation is often limited. The burrowing owl is protected from "take" (Section 3503.5 of the Fish and Game Code) but unoccupied habitat is likely to be lost for activities not subject to CEQA." (From: DFG Staff Report on Burrowing Owl Mitigation).

We believe that the conclusions reached under "Biological Resources" sections (a) through (e), and the accompanying "Substantiations" are arbitrary and capricious, especially without a updated biological survey.

Under Substantiation (a), no species survey was done for the Airport project area by the consultants in the Subarea 2 EIR. I have observed that even the burrowing owls have nested locally in "disturbed", "cultivated fields". The reader is not told (as required by CEQA) where and when the 1986, 1988 environmental documents that were relied upon were available so that the reader could properly access the present study including section (a). "disturbed areas" and "farmlands" are commonly used locally by the species I list above, including the raptors.

(b) The present study does not evaluate runoff, or survey the marsh and water course, therefore this conclusion is arbitrary and capricious

(c) My observations show that the marsh drainage exists, and has great biological value. The marsh should also be surveyed for the Southwestern Pond Turtle, known historically to inhabit the area.

(d) No study of large or small animal migration was conducted in the Subarea 2 EIR or airport area.

(e) The City of Chino has a policy to protect burrowing owls (and rare species) during construction.

TCCL believes that the 1986 and 1988 documents are obsolete. Apparently no biological surveys have been conducted for at least 15 years. An updated EIR must be done for this project, and circulated for review. We are grateful for having had this opportunity to comment on the project. Please enter our comments into the administrative record for this project.

Sincerely,

Jack L. Bath, Ph.D.
President

Joleen M. Borba
Attorney-at-law
11838 Deer Park Drive
Nevada City, CA 95959
530.271.0801
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AIRPORTS 08 19 '03 AM 11 25

15 August 2003

Chino Airport Initial Study
San Bernardino Department of Airports
825 East 3rd Street, Rm. 203
San Bernardino, CA 92415-0813

Re: Mitigated Negative Declaration for the Chino Airport Master Plan

Dear Mr. J. William Ingraham and Airport Administrator:

I represent the Joseph A. Borba family ("Owners"), owners of property that will be affected by adoption of the proposed new Master Plan. The Owners and residents of the subject property object to implementation of said proposed Master Plan.

The Owners request that a full Environmental Impact Report, and not a simple Mitigated Negative Declaration, be prepared regarding the impacts of any suggested new or altered runways, flight patterns, etc., on neighboring properties, the residents, and the animals, specifically dairy cattle. The proposed Master Plan has negative financial and environmental bearing on the Owners' properties. Alteration of current flight patterns and/or runways similarly has serious harmful financial and environmental impacts.

The Owners are unwilling to grant any easements, or other real property, space, or air rights, which would adversely affect the animals, properties, property valuation, residents or other rights not specifically enumerated herein.

This letter serves as official objection to the proposed Master Plan, and includes, but does not limit possible causes of action. Any and all rights under the law, expressed herein or nor, are preserved.

Very truly yours,

Joleen M. Borba

Joleen M. Borba

JMB: dr

CITY OF ONTARIO

303 EAST "B" STREET, CIVIC CENTER ONTARIO CALIFORNIA 91764-4196

(909) 395-2000
FAX (909) 395-2070

August 15, 2003

Chino Airport Initial Study
San Bernardino County Department of Airports
Attn: Mr. J. William Ingraham, A.A.E.
825 East 3rd Street, Suite 203
San Bernardino, California 92415-0831

RE: NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR THE CHINO AIRPORT MASTER PLAN

Dear Mr. Ingraham:

Thank you for allowing the City of Ontario Planning Department an opportunity to review and comment on the above referenced project. Although we do not object to the proposed project as presented, we ask that the following information be provided/incorporated into the document:

- Page 21, Substantiation a), paragraph one. The third sentence is confusing in relationship to the preceding sentences. Please edit the section for clarity.

- The document concludes, based on level of service information from the City of Chino Preserve Specific Plan EIR/TIA, that this project will not have an affect on the surrounding street system. However, the report does not offer any trip generation information on which to base the conclusion. Please have the report revised to include a trip generation analysis comparing the 1988 master plan trip generation to the current, proposed master plan generation.

- The project indicates that the RPZ for Runway 3-21 will extend to the north and encompass approximately 8 acres of land within the City of Ontario. The subject RPZ encroachment area extends into Sub-Area 27 of the New Model Colony, which is designated for residential development. Due to the designated residential land use adjacent to the proposed RPZ, the City's concern is the appearance of the RPZ (aesthetics) and whether the RPZ can be used as an open space area without fencing, in order to blend in with the anticipated residential development in the area. Please provide us information on the RPZ.

We appreciate being involved in the environmental review of the project and look forward to continued communications regarding this project. Please keep us abreast of all proposed changes concerning the overall project. If you have any questions regarding our comments, please contact me at (909) 395-2199, or Richard Ayala, Senior Planner, at (909) 395-2421.

Sincerely,

ONTARIO PLANNING DEPARTMENT

Jerry L. Blum
Planning Director

August 20, 2003

CITY of CHINO

J. William Ingraham, A.A.E.
Director of Airports
Chino Airport Initial Study
San Bernardino County Department of Airports
825 East 3rd Street. Rm. 203
San Bernardino, CA 92415-0831

Subject: Chino Airport Initial Study

Dear Mr. Ingraham:

Thank you for the opportunity to comment on the Chino Airport Initial Study. We want to inform you that the area south and east of the airport is now part of the City of Chino. Regarding the initial study, the City of Chino has the following general comments:

Traffic and Circulation
The initial study concludes that no impacts are anticipated as a result of the proposed master plan. However, there is no traffic analysis or study to support this conclusion. The initial study, as well as the master plan, did not identify or analyze circulation and traffic impacts to the surrounding streets.

Biological Resources.
The initial study concludes that no impacts to biological resources are anticipated as a result of the development of the proposed master plan. However, there is no biological analysis or study to support this conclusion.

Storm Drain
The initial study concludes that no impacts to the storm drain system are anticipated as a result of the development of the proposed master plan. However, there are no long-term storm drain analyses or studies to support this conclusion. As indicated in 2002 in response to the final draft master plan the short-term master plan proposal identifies the construction of a storm drain system located along the northwest and southwest portions of the airport. However, the master plan proposal did not address and the initial study does not contain an analysis of the drainage needs for the rest of the airport property or for the build-out scenario. Therefore, the City of Chino recommends that the initial study address the short-term as well as the long-term infrastructure needs for the build-out scenario for the airport property.

13220 Central Avenue, Chino, California 91710
Mailing Address: P.O. Box 667, Chino, California 91708-0667
(909) 627-7577 • (909) 591-6829 Fax
Web Site. www.cityofchino.org

Water and Sewer

The Airport Land Use Master Plan does not contain an analysis of the water and sewer needs for the airport build-out scenario. The master plan recommended that these impacts be addressed on a case-by-case basis. As you may know, under the California Environmental Quality Act, the preparation of future studies as mitigation measures is not permitted when preparing a project specific Mitigated Negative Declaration. The City of Chino recommends that water, sewer and drainage master plans be prepared as part of the initial study. In addition, based on the estimated square footage for the buildings of the proposed master plan, compliance with SB 221 and AB 610 is recommended.

Other issues

Please provide a copy of the Mitigation, Monitoring and Reporting Program accompanying the proposed Mitigated Negative Declaration.

Is it possible to provide a noise contour line with decibels (DB) rather than Community Noise Exposure Level (CNEL)?

Please correct all references made to the Chino Institute for Men. The name of this facility is California Institution for Men.

Please see attached comments on the initial study.

Again, thank you for the opportunity to comment on the Chino Airport Initial Study. We look forward to working cooperatively with the County on the implementation of the Airport Master Plan. Should you have any questions regarding these comments, please call me at (909) 591-9811 or Salvador M. Salazar at (909) 464-8324.

Sincerely,

Charles E. Coe, AICP
Community Development Director

cc: Supervisor Fred Aguiar

RUNWAY EXTENSION

What's the impact on the Preserve Industrial Area? Noise, Safet

The extension of Runway 8L-26R will allow the runway to be used by a greater number of business turboprop and turbojet aircraft. This will enhance airfield capacity by allowing the runway to be used by more aircraft, which now must use only Runway 8R- 26L (especially during the warm summer months when runway length requirements are greatest). The extension of Runway 8L-26R by 662 feet to the east will allow the runway to serve aircraft that are currently restricted to the use of only Runway 8R-26L and allow for simultaneous operations on the parallel runways. Many of the turbojet aircraft that utilize the Airport require a longer runway for takeoff and landing, especially during the warm summer months when longer runway lengths are needed. By allowing for simultaneous operations, more aircraft landings can be accomplished, which reduces delay and subsequent fuel use and air pollutants.

The planned runway extension is not being undertaken to increase the capacity of the Airport, nor is it being completed to change the current fleet mix. Operational levels would remain the same regardless of the proposed improvements.

PROPERTY ACQUISITION

Please show these acreages on Exhibit 1.

The acquisition of approximately 54 acres of land beyond the Runway 26L end is needed to comply with FAA RPZ standards. FAA standards strongly recommend that the RPZ be controlled by the Airport to ensure that these areas are kept clear of objects that could be hazardous to aircraft operations. The acquisition of approximately three acres beyond the Runway 3 end and approximately eight acres beyond the Runway 21 end are also proposed to meet RPZ standards. The acquisition of an aviation easement covering approximately 30 acres of land to the west of the Airport, on property owned by the State of California, will provide the needed protection of the RPZ while allowing the State of California to continue to own the land.

How is it going to affect Eighball Ave now?

INSTALLATION OF RUNWAY END IDENTIFICATION LIGHTS

Runway end identification lights (REILs) are planned for the Runway 8L, 8R, and 3 ends. REILs assist pilots in locating the runway end at night and during low visibility conditions.

TAXIWAY DEVELOPMENT

Taxiway development includes the construction of new pavement areas for the ground movement of aircraft. The taxiways include a new parallel taxiway in the center of the Airport, new exit taxiways, and partial parallel taxiways southeast of Runway 3-21.

AIRPORT INFRASTRUCTURE IMPROVEMENTS

The landside improvements focus on developing new roads, buildings, apron areas, and automobile parking areas in order to meet forecast demand. This includes areas that allow for ample runway frontage to serve aircraft demand, as well as for aviation-related commercial/industrial uses. A perimeter service road is included in the airfield plan for the Airport. This roadway is intended to extend the entire airfield operations area and provide a year-round roadway for use by airport maintenance, security, aircraft refueling vehicles, and firefighting vehicles. This enhances airfield safety by allowing airport vehicles to access portions of the Airport without crossing active runways and taxiways.

INTERNAL LAND USE PLANS

The project also includes the development of building standards. These building standards will be applied to future Airport construction and major rehabilitation projects. Focus will be on establishing procedures which allow for the

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture Resources	☒ Air Quality
☒ Biological Resources	☐ Cultural Resources	☐ Geology /Soils
☐ Hazards & Hazardous Materials	☒ Hydrology / Water Quality	☐ Land Use/ Planning
☐ Mineral Resources	☒ Noise	☐ Population / Housing
☐ Public Services	☐ Recreation	☒ Transportation/Traffic
☒ Utilities / Service Systems	☐ Mandatory Findings of Significance	

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation, the following finding is made:

☐ The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

_____ _____

Signature (prepared by) Date

_____ _____

Signature Date

Bill Ingraham, Airports Director

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
I. AESTHETICS — Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	X	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	X	☐

SUBSTANTIATION (check _ if project is located within the viewshed of any Scenic Route listed in the General Plan):

a) According to the general plan for San Bernardino County and the Chino Sphere of Influence: Subarea 2 Draft Environmental Impact Report (Subarea 2 DEIR), the proposed project will have no impact on a scenic vista. The proposed project will occur on land that has been previously disturbed and is currently being utilized for Airport uses. It is not anticipated that this area includes a "unique or unusual feature which comprises an important or dominant portion of the viewshed" nor would the project in and of itself substantially degrade the quality of the site's current scenic properties.

b) According to the general plan for the County and the Subarea 2 DEIR, the proposed project is not located in close proximity to a state scenic highway. The nearest state scenic highway is State Route 71 which is located approximately two miles from Chino Airport.

c) Chino Airport is primarily surrounded by land that is used for agricultural purposes, with the exception of the Chino Institute for Men which is located west of Airport property. According to The Preserve Specific Plan for Subarea 2 and the City of Ontario, Sphere of Influence General Plan, future plans in the area indicate a transition from agriculture land uses to urban uses.

Proposed improvements at Chino Airport are primarily aviation-related with the exception of planned commercial parcels on the eastern and westernmost portions of Airport property (see Exhibit 1). In regards to the planned aviation-related improvements, the visual character and quality of the site will not be degraded as the site is currently used for aviation-related purposes. Future plans for the areas surrounding the Airport have considered the presence of the Airport and planned accordingly. Planned commercial parcels will be developed for aviation-related businesses and the development will likely occur as the rest of the area surrounding the Airport is undertaken, thereby reducing the visual impact.

d) The proposed project will include installation of a Medium Intensity Approach Lighting System with Runway Alignment Identification Lights (MALSR). This lighting system includes lighting for both approach procedures as well as runway end identifier lights. These lights will add minimally to the amount of light emissions coming from the Airport; however, surrounding land use is not densely populated and effects on day or nighttime views is expected to be minimal. Future development plans for the areas surrounding the Airport have taken into consideration the potential impacts of the Airport; therefore, future impacts will be less-than-significant.

Pursuant to the approval of The Preserve Specific Plan, The area south of The airport will have an increase in population. Recommend a photometric study include The northerly portion of The Preserve Specific Plan area south of Kimball Avenue to evaluate potential impact.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
II. AGRICULTURE RESOURCES — In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	X	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	X	☐
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	X	☐

SUBSTANTIATION (check _ if project is located in the Important Farmlands Overlay):

a) The proposed property acquisition of the land contained within the RPZ will include the acquisition of prime farmland. These areas will remain undeveloped through the planning period as described within the Chino Airport Master Plan and depicted on Exhibit 1. The Airport proposes to acquire land which is currently being planned for non-agriculture use as outlined in the Subarea 2 DEIR and The Preserve Specific Plan (Specific Plan). According to the document, the areas proposed for acquisition will be converted to airport related/public facility upon approval of the Specific Plan.

EIR certified on 3/25/03

b) Existing zoning for the areas adjacent to the Airport does indicate zones for agricultural use; however, according to the Chino Subarea 2 DEIR, these areas are planned for non-agricultural uses in the future. Coordination with the Department of Conservation indicates that Williamson Act contracts are present in the area. The termination of a Williamson Act contract by acquisition can be accomplished by a public agency, having the power of eminent domain, for a public improvement. It is anticipated that the adoption of The Specific Plan will result in the termination of the Williamson Act contracts. This would occur regardless of whether or not the proposed Airport improvements occur.

The Preserve Specific Plan adopted 3/25/03

c) The existing environment surrounding the Airport is planned for a dramatic change in the years to come. The area to the south and east of Airport property is currently the Chino Dairy Preserve. Current growth trends in the region express a major demand for the development of this area and the City of Chino is preparing a clear and comprehensive guide (The Preserve Specific Plan) for the development of the area. According to this plan, the surrounding areas are planned for uses that are compatible with the proposed projects in the Chino Airport Master Plan.

The projects analyzed within the 1988 EIR included the conversion of approximately 155 acres of Agriculture Preserve area to airport uses within the 1988 EIR. This conversion resulted in a less-than-significant impact. In the current Master Plan, approximately 65 acres of land and a 30-acre easement is proposed to be acquired. This acquisition was not proposed with the 1986 Master Plan and is associated with protecting the runway protection zones to Runways 26L, 8R, 8L, and 3.

Requirements for Win Act contract cancellation must be followed. The adoption of The Preserve Specific Plan did not automatically cancel Win Act Contracts.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
II. AGRICULTURE RESOURCES — In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	X	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	X	☐
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	X	☐

SUBSTANTIATION (check __ if project is located in the Important Farmlands Overlay):

Final EIR

a) The proposed property acquisition of the land contained within the RPZ will include the acquisition of prime farmland. These areas will remain undeveloped through the planning period as described within the Chino Airport Master Plan and depicted on Exhibit 1. The Airport proposes to acquire land which is currently being planned for non-agriculture use as outlined in the Subarea 2 DEIR and The Preserve Specific Plan (Specific Plan). According to the document, the areas proposed for acquisition will be converted to airport related/public facility upon approval of the Specific Plan. → ADOPTED 3/03

b) Existing zoning for the areas adjacent to the Airport does indicate zones for agricultural use; however, according to the Chino Subarea 2 DEIR, these areas are planned for non-agricultural uses in the future. Coordination with the Department of Conservation indicates that Williamson Act contracts are present in the area. The termination of a Williamson Act contract by acquisition can be accomplished by a public agency, having the power of eminent domain; for a public improvement. It is anticipated that the adoption of The Specific Plan will result in the termination of the Williamson Act contracts. This would occur regardless of whether or not the proposed Airport improvements occur.
↳ VERIFY

c) The existing environment surrounding the Airport is planned for a dramatic change in the years to come. The area to the south and east of Airport property is currently the Chino Dairy Preserve. Current growth trends in the region express a major demand for the development of this area and the City of Chino is preparing a clear and comprehensive guide (The Preserve Specific Plan) for the development of the area. According to this plan, the surrounding areas are planned for uses that are compatible with the proposed projects in the Chino Airport Master Plan.

The projects analyzed within the 1988 EIR included the conversion of approximately 155 acres of Agriculture Preserve area to airport uses within the 1988 EIR. This conversion resulted in a less-than-significant impact. In the current Master Plan, approximately 65 acres of land and a 30-acre easement is proposed to be acquired. This acquisition was not proposed with the 1986 Master Plan and is associated with protecting the runway protection zones to Runways 26L, 8R, 8L, and 3.

For comparative purposes, the EDMS was run for two future scenarios. The first future scenario assumed that the Airport improvements, specifically the runway extension, would not be undertaken. It was assumed that the taxi/queue time for aircraft averages 10 minutes per aircraft. This analysis resulted in the following emissions: CO 3,915.664 tons/yr, ROC 119.694 tons/yr, NOx 67.419 tons/yr, Sox 3.937 tons/yr, and PM10 2.286 tons/yr. The second scenario assumed that the Airport improvements would be undertaken and taxi times would therefore be reduced by two minutes (due to the increased efficiency allowed by the runway extension). This analysis resulted in the following emissions: CO 3,841.871 tons/yr, ROX 111.699 tons/yr, NOx 67.148 tons/yr, Sox 3.857 tons/yr, and PM10 2.286 tons/yr. The development of the Airport improvements under this scenario reduced the CO emission by 73.793 tons/yr, ROX emission by 7.995 tons/yr, NOx emission by 0.271 tons/yr, and Sox by 0.08 tons/yr. The PM10 future emissions remain the same regardless of the proposed improvements. Based on the results of this scenario, positive future air quality benefits may be realized with implementation of the proposed improvements.

Construction-related air quality impacts are also anticipated to be less-than-significant with mitigation since project implementation will be phased as demand warrants. Therefore, all of the proposed Airport improvements will not be undertaken at the same time. Exhibit 2 depicts the anticipated schedule for Airport improvements. (It must be noted that a project's inclusion into the Airport Master Plan does not guarantee the project will be undertaken. Projects will be completed as demand warrants and funds become available.)

As indicated on Exhibit 2, earth-moving activities will likely be undertaken during each phase of development, thereby resulting in a potential increase in particulate matter (dust). These impacts will be mitigated with the use of best management practices (BMPs) during construction phases.

Typically, airports undertake one development project at a time (i.e. taxi way reconstruction). Therefore, construction impacts will be localized to a specific area on Airport property which lessens the potential impact and makes potential air quality impacts easier to control.

Mitigation measures that could be implemented at the Airport to further decrease the impact of Airport operations on air quality include: reducing the use of remote auxiliary power units whenever possible, considering the use of alternative fuel vehicles for on-airport use, and encouraging employees at the airport to utilize car pools whenever possible.

A number of mitigation measures could also be incorporated during the construction phase of the various projects including measures to minimize fugitive dust; discontinuing grading activities when winds exceed 30 miles per hour; and balancing cut and fill activities to reduce PM10 emissions associated with loading, transporting, and unloading material.

Air quality analysis included within the 1988 EIR discussed the three primary regional air pollutants [CO, NO_x, and ROC (Reactive Organic Gases)] which combine to form smog in the basin area. In the previous EIR, CO levels were forecasted to reach 2,429 tons/year by 2005 and NO_x was forecasted to reach levels of 67 tons/year by 2005. According to data contained in Attachment C, existing air emissions for CO are approximately 2,502 tons/year and NO_x are approximately 19 tons/year. Therefore, CO levels are slightly greater than what was forecasted in 2005; however, NO_x is lower than what was forecasted in the 1988 EIR. The 1988 EIR resulted in a less-than-significant impact to air quality with mitigation. Mitigation measures contained within the 1988 EIR are similar to what is proposed within this initial study.

c) As discussed in the previous sections, the proposed improvements at the Airport have the potential to decrease air quality impacts when compared to not undertaking the proposed improvements. Therefore, the net increase in pollutants at the Airport would be realized regardless of project implementation and would potentially be lessened upon project implementation.

d) The Airport is located in an area composed of commercial, industrial, and farming activities. No sensitive receptors are located in close proximity at the Airport.

e) ?

IV. BIOLOGICAL RESOURCES — Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	X	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	X	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	X

SUBSTANTIATION (check if project is located in the Biological Resources Overlay _ or contains habitat for any species listed in the California Natural Diversity Database _):

a) According to the Subarea 2 DEIR, the area proposed to be acquired has been previously disturbed as cultivated fields and there is a low sensitivity for biological resources. It is not anticipated that any species in question will be affected either directly or indirectly by the proposed projects. Were any biological studies performed?

Impacts regarding biological resources are similar to those identified in the previous EIR. It was determined in the 1988 EIR that, "natural vegetation at the Airport site has been previously disturbed and replaced by airport development and farmlands...these biological communities has a low capability of supporting wildlife populations".

b) The proposed project will not affect any riparian habitat or other sensitive natural communities. An unnamed minor tributary is located south of the acquisition area and will remain outside of future Airport property boundaries.

c) Information obtained from the previous Environmental Impact Report (EIR) for the Airport indicates that there are no wetlands known to occur in, or immediately adjacent to, the proposed site.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact

The majority of the area planned for development consists of Cb soils; therefore, soil erosion impacts are anticipated to be less-than-significant.

c) Impacts are identical to those identified within the 1988 EIR. It was found that impacts on earth resources would not result from proposed projects, as underlying soils are considered stable for project construction, the site is not underlain by any known faults, and liquefaction and tsunamis potential is low.

d, e) According to the Natural Resource Conservation Service, the soils are not considered expansive and are capable of supporting septic tanks and waste water disposal systems.

VII. HAZARD AND HAZARDOUS MATERIALS — Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	X	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	X	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	X	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	X

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact

f) Any required drainage improvements will ensure adequate on-site and downstream storm protection. Acquisition of proper permits at the federal, state, and local levels will ensure the protection of water quality both during construction and operation of the proposed improvements.

Current development projects will result in a similar increase in impervious surfaces than was evaluated within the 1988 EIR. The storm drain improvements proposed within the 1988 Master Plan have been carried forward to the current Master Plan. Evaluation of these improvements within the 1988 EIR resulted in a less-than-significant impact on water quality.

g, h) The projects proposed by the Master Plan do not include the construction of housing, nor is housing currently located on Airport property. According to the National Flood Insurance Program Flood Insurance Rate Map, portions of the Airport are included in Zone D (areas in which flood hazards are undetermined). Correspondence received from the San Bernardino County Director of Airports indicates that the Airport is not in the 100-year floodplain.

i) The proposed Airport improvements do not include the construction of a levee or dam. Additionally, the development of the proposed Airport improvements will not impact any dams or levees in the Chino area.

j) The Airport's inland location precludes seiche or tsunami hazards. Mudflows are not a hazard due to the geography of the area.

IX. LAND USE AND PLANNING — Would the project:

a) Physically divide an established community?	☐	☐	☐	X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	X

SUBSTANTIATION:

a) The project will not divide an already established community as the proposed property acquisition and easement are located in areas that are primarily agricultural in use.

b) The proposed project is in compliance with current land use plans. According to The Preserve Master Plan, land use to the west of the Airport is planned as an urban reserve. Land use south and east of the Airport is planned for general industrial use and medium/high-medium density residential; land immediately adjacent to the Airport, to the south and east, is specifically designated for airport-related uses. The City of Ontario Sphere of Influence Land Use Plan designates low density residential and industrial/business park to the north.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	X	☐
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	X

SUBSTANTIATION (check if the project is located in the Noise Hazard Overlay District __X__ or is subject to severe noise levels according to the General Plan Noise Element __):

a, e) The San Bernardino County General Plan, places the level of significance for residential noise at 60 CNEL (Community Noise Equivalent Level); institutional noise level standards are 65 CNEL. The existing 60 CNEL noise contours encompasses agricultural uses as well as a portion of the Chino Institute for Men. These land uses are considered compatible within the 60 CNEL noise contour. Only airport-related facilities are contained within the 65 CNEL noise contour. Existing noise contours are depicted on Exhibit D1 California Institute for Men

Noise contours prepared for the Chino Airport Master Plan indicate that one residence is contained within the future 60 CNEL noise contour as depicted on Exhibit D2. It should be noted however, that this residence was included in the 1986 Master Plan 65 CNEL noise contour and was analyzed within the 1988 EIR. Attachment D contains the existing and future noise contours developed in October, 2002 for the Chino Airport Draft Master Plan.

An increase in noise will be experienced during the construction phases of project implementation. This can include earth-moving machinery and grading equipment. Construction noise will be temporary and will be controlled to daytime hours in order to decrease levels of impact.

Existing and future noise contours are significantly smaller than those forecasted within the 1988 EIR. The 60 CNEL contour is not depicted on noise contour maps from 1988; however, the 65 CNEL contour forecasted for 2005 extends well beyond the 2001 existing 65 CNEL noise contour. Within the 1988 EIR, mitigation was required due to the presence of noise sensitive development within the 65 CNEL noise contour. As stated above, there is one future impact to a residence within the 60 CNEL; however, this will not result in any new impacts to noise sensitive developments as this impact was analyzed within the 1988 EIR.

b) Persons exposed to groundborne vibration or groundborne noise levels are associated with the operation of the Airport and proper safety measures have been implemented at the Airport to ensure a safe working environment.

c) Forecasts calculated in the Chino Airport 2002 Master Plan indicates that future operational levels will be the same regardless of the proposed improvements. Therefore, future noise levels will primarily be the same with or without the proposed improvements. When compared to the forecasts within the 1988 EIR, the types of aircraft planned to use the Airport in the future are a great deal quieter than what was previously modeled. This change in fleet-mix at the Airport is reflected in the smaller noise contours depicted on Exhibits D1 and D2 in Attachment D.

d) Temporary increases in ambient noise levels of the project area will be realized during the construction of the various project components. As discussed within Section III(b), and depicted on Exhibit 2, the proposed improvements will be constructed in phases over the long term master planning horizon. The improvements will not all be constructed at once. Noise impacts resulting from construction will typically be localized to the section of the Airport that is being improved.

Ambient noise levels will increase during the construction phases of the various project components; however,

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
e) Result in inadequate emergency access?	☐	☐	☐	X
f) Result in inadequate parking capacity?	☐	☐	☐	X
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	X

SUBSTANTIATION:

a) The proposed project includes the construction of hangar facilities in the southern and western portion of Airport property. These hangar facilities are planned for the intermediate and long term planning horizons and will include extended auto parking and access. However, the increase in traffic load is not expected to be substantial as the Airport currently lacks adequate parking facilities for Airport users. Within Subarea 2 DEIR, both Kimbell Avenue and Merrill Avenue are planned to be improved to accommodate for future growth of the area. Activity at the Airport was considered during the development of these plans.

Projects analyzed within the 1988 EIR included the construction of new access and circulation roads as well as improvement projects for existing roads surrounding the Airport. These projects have been undertaken; therefore, current projects will benefit from these improvements. The 1988 EIR resulted in a less-than-significant finding for traffic impacts.

A temporary increase in traffic, consisting of construction vehicles, will occur during the various project implementation phases. This impact is not anticipated to be substantial nor is it expected to overload the capacity of the street system.

b) To evaluate the efficiency of traffic operations on roadways, Level of Service (LOS) increments have been designated for the area. The City of Chino has established a LOS D for all roads and intersections. Within the Subarea 2 DEIR, an intersection analysis was conducted for the four roads adjacent to the airport (Euclid Avenue, Kimball Avenue, Merrill Avenue, and Grove Avenue). The intersections at Euclid Avenue and Kimball Avenue, as well as the intersections at Euclid Avenue and Merrill Avenue, have a LOS of B. Kimball Avenue and Grove Avenue intersection as well as Merrill Avenue and Grove Avenue have a LOS of A.

As described within the Subarea 2 DEIR, LOS decrease with implementation of projects outlined within the Preserve ~~Master~~ Plan. However, the LOS forecasted for the year 2010 with implementation of project improvements continues to operate at, or better than, the acceptable LOS D. Grove Avenue and Kimball Avenue, as well as Euclid Avenue and Kimball Avenue, will decrease to LOS C, and Grove Avenue and Merrill Avenue will decrease to LOS B. Euclid Avenue and Merrill Avenue will continue to operate at LOS B.

Airport improvements proposed within the Chino Airport Master Plan are not anticipated to have a significant impact on the LOS of the surrounding roads and intersections. Future plans for the development of the surrounding areas include the improvement of affected roads in order to tolerate the increase of traffic resulting from the planned development of the entire area. Activity at the Airport was considered during the development of these plans.

c) Air traffic patterns at Chino Airport will not be affected. The proposed projects, in and of themselves, will not cause an increase in air traffic levels nor result in a substantial safety risk.

d) The projects, with the exception of land acquisition and easements, will occur entirely on Airport property and are not anticipated to create a hazard due to design features nor will they introduce an incompatible use to the area. Proposed roads and parking areas developed on the Airport for access to the proposed landside facilities will be constructed according to current road safety standards and are not anticipated to result in hazards or incompatible use.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact

c) As a part of the current capital improvement plan at the Airport, the necessary improvements are underway to support the increase of wastewater and runoff associated with future improvements to the airport.

d) The City of Chino provides the Airport with imported water supplied by Inland Empire Utilities Agency (IEUA). Future developments at Chino Airport will need to include expanded water lines to the project development areas. As the development of surrounding areas occur, expanded facilities will need to concur. Demand for potable water will not significantly increase.

e) These improvements are not anticipated to cause significant environmental impacts. Proposed improvements are not forecasted to increase the number of operations conducted at the Airport. The capacity of wastewater treatment demand for the Airport is the same regardless of the proposed improvements.

f) Solid waste is not expected to increase significantly as a result of the proposed projects.

g) The Chino Airport will continue compliance with federal, state, and local statutes and regulations.

VII. MANDATORY FINDINGS OF SIGNIFICANCE—

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population ot drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	X
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	X	☐	☐
c) Does the project have environmental effects which will cause Substantial adverse effects on human beings, either directly Or indirectly?	☐	☐	☐	X

SUBSTANTIATION:

a) No federal or state threatened or endangered species, nor species of special concern have been identified as occurring on Airport property, nor is any unique habitat present at the Airport. As the Airport currently exists and the proposed improvements are adjacent to the built area, no change to the range of any rare or endangered species is expected with implementation of the proposed project elements. Although some buildings have been identified by the local CHRIS office as historical, the proposed improvements do not include any alterations to these buildings.

b) Implementation of the proposed improvements will result in a decrease in air emissions when compared to the no action alternative; however, these emissions will remain outside the region's thresholds. Implementation of the proposed projects, in conjunction with quieter aircraft, will result in a decrease in future noise contours. Finally, the increase in vehicle trips is not expected to result in the decline of the Level of Service of any intersection within the study area; however, it may result in a cumulative impact when added to traffic generated by other projects in the area.

MAY? (PER SEC. III - AIR QUALITY)

For the most part, projects contained within the current Master Plan are similar to those evaluated within the 1988 EIR, with the exception of the runway extension.

c) No environmental effects have been identified which will cause substantial adverse effects on human beings. The Airport does and will continue to operate in compliance with all federal, state, regional, and local environmental requirements.

XVIII. MITIGATION MEASURES

(Any mitigation measures which are not 'self-monitoring' shall have a Mitigation Monitoring and Reporting Program prepared and adopted at time of project approval)

Air Quality: Mitigation measures that will be implemented at the Airport to further decrease the impact of Airport operations on air quality include: reducing the use of remote auxiliary power units whenever possible, considering the use of alternative fuel vehicles for on-airport use, and encouraging employees at the airport to utilize car pools whenever possible.

A number of mitigation measures could also be incorporated during the construction phase of the various projects including measures to minimize fugitive dust, discontinuing grading activities when winds exceed 30 miles per hour, balancing cut and fill activities to reduce PM10 emissions associated with loading, transporting, and unloading material.

Water Quality: Mitigation measures that will be implemented at the Airport include plans for improvements to support the increase of wastewater and runoff associated with future improvements at the Airport. Storm water drainage at the airport is accomplished through the channeling of surface runoff into pipes or culverts which lead to regional basins and flood control areas. Proposed structures at Chino Airport will be using these same systems. In the event that the drainage system exceeds capacity, proper water detention basins and other control methods will be installed.

As the Airport obtains the necessary local permits for the proposed development, additional mitigation measures may be required. These measures will be determined on a project-by-project basis and incorporated as necessary.

see comments on letter regarding water

REFERENCES (List author or agency, date, title)

Alquist-Priolo Special Studies Zone Act Map Series (PRC 27500)

California Department of Water Resources, Bulletin #118 (Critical Regional Aquifers), 1975.

CEQA Guidelines, Appendix G

California Standard Specifications, July 1992

County Museum Archaeological Information Center

County of San Bernardino, Countywide Integrated Waste Management Plan, March 1995

County of San Bernardino Development Code, 1998

County of San Bernardino General Plan, adopted 1989, revised 1998

County of San Bernardino Hazard Overlay Maps; Important Farmlands Overlay, Biologic Resources Overlay, Geologic Hazards Overlay, Mineral Resource Overlay, Noise Hazard Overlay

County of San Bernardino Identified Hazardous Materials Waste Sites List, April 1998

County Road Planning and Design Standards

Federal Emergency Management Agency Flood Insurance Rate Map and Flood Boundary Map

Mojave Desert Air Quality Management District, Mojave Desert Planning Area – Federal Particulate Matter (PM10) Attainment Plan, July 1995

Mojave Desert Air Quality Management District, Rule 403.2: Fugitive Dust Control Planning Area, July 1996

South Coast Air Quality Management District, CEQA Air Quality Handbook, November 1993

LSA Associates for the County of San Bernardino, Environmental Impact Report, September 1988

Michael Brandman Associates for the City of Chino, Chino Subarea 2 the Preserve ~~Master Plan~~ Subarea 2 Draft Environmental Impact Report, September, 2001

Coffman Associates for the County of San Bernardino, Airport Master Plan Draft Final, October 2002

The Planning Center for the City of Chino, The Preserve Specific Plan, March 2003

RIVERSIDE COUNTY

EDA
ECONOMIC DEVELOPMENT AGENCY

AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY

July 28, 2003

San Bernardino County Department of Airports
Chino Airport Initial Study
825 East 3rd St., Ste. 203
San Bernardino, CA 92415-0831
Attn: Mark Kranenberg

RE: Notice of Intent to Adopt a Mitigated Negative Declaration.

Dear Mr. Kranenberg:

Thank you for the opportunity to comment to the Notice of Intent to Adopt a Mitigated Negative Declaration for the Chino Airport Master Plan. This response is from staff and not a full Airport Land Use Commission review due to your deadline being prior to our commission meeting on the 21st of August. Once you have scheduled a review by the agency acting as the San Bernardino County ALUC we intend to schedule the Master Plan and this document with the Riverside County Airport Land Use Commission.

Riverside County ALUC's interest in the document is in the noise and safety impacts affecting the portions within Riverside County. The Project description includes:

> # 1. Extend Runway 8L-26R-662 feet east, which will bring the traffic closer to the County and
> # 3. Relocate ILS from Runway 26R to 26L, which will also bring traffic closer and lower over different points.

As you know the Public Resources Code (CEQA) requires the Caltrans Handbook to be utilized as a technical guide for any project within an adopted CLUP or within two nautical miles of an airport. To that extent four components are necessary for any public review of any airport master plan or expansion as indicated on pages 4-19 and 20. They are:

1. Forecasts of activity
2. Runway layout,
3. Flight Tracks, and
4. Noise impacts

While the singular alternate of the runway layout is clearly shown; the flight tracks are not included in either document, the long term forecast has no time format and the noise contours are only shown to 60 CNEL. The current and proposed flight tracks of all aircraft, including rotary, with the instrument and VFR approaches need to be shown in the document. Contours are depicted down to 60 CNEL, but should carried to the 55 CNEL in the rural setting as instructed in the Handbook (p7-25 and 26). With the additional information any analyses of the noise and safety impacts of the proposal can be more substantially reviewed.

On page four the 'approving agencies' are listed and should include the Airport Land Use Commission. On page A-23 the recipients are included and should include the County of Riverside Planning Department. My response is not from the County. For your information I received the enclosed letter as part of a comment to a proposed case review last week (Tract 30820).

While the runway extension is not proposed to raise capacity the net result is that it will. An ultimate 'reasonable' capacity projection should be developed if that is expected to differ from the proposed long term. Without the additional information I feel it would be difficult to conclude the impacts of noise and safety as indicated in the initial study.

Should you have any questions regarding this action, please contact me at (909) 351-0700.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Keith D. Downs, A.I.C.P., A.A.A.E.
Executive Director

KDD:jg

Enclosure: Letter from Le, Chad & Bach-Mai Pham

cc: Commissioners
Robert Field, Aviation Supervisor
Supervisor Tavaglione, John Field
B.T. Miller, Counsel
Robert Johnson, Planning Director

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7116 Dove Valley Way
Corona, CA 92880

July 13, 2003

Riverside County Airport Land Use Commission
5555 Arlington Ave.
Riverside, CA 92504

Dear Riverside County Airport Land Use Commission,

We are writing to alert you to oppose to the project for unwarranted airport expansion.

People's concerns regarding large amounts of additional air, noise, water, and ground pollution from airport and aircraft operations, added traffic congestion or questions regarding how airport expansions might negatively impact their health, their children's health, their quality of life, and their property values, count not be taken into account. The airport expansion would make it's a serious air pollution problems to come into compliance with the national Clean Air Act.

It will cause more congestion, thereby decreasing aviation safety and increasing the amount of deadly chemical-containing jet emissions. We disagree with the permit and we hope you will conclude the same.

Thank you for your consideration of this important matter.

Sincerely,

Le, Chad & Bach-Mai Pham

Department of Airports Response to Comment Letters

Notice of Intent to Adopt Mitigated Negative Declaration

Chino Airport Master Plan Update

Initial Study

DEPARTMENT OF AIRPORTS

COUNTY OF SAN BERNARDINO
ECONOMIC DEVELOPMENT
AND PUBLIC SERVICES GROUP

25 East Third Street, Suite 203 • San Bernardino, CA 92415-0831 • (909) 387-7801

Apple Valley Airport • Baker Airport • Barstow/Daggett Airport • Chino Airport • Needles Airport • Twentynine Palms Airport

J. WILLIAM INGRAHAM, A.A.E.
Director

October 22, 2003

Lori Dicarlo, Warden
California Institution for Men
P.O. Box 128
Chino, CA 91708

RE: Initial Study for Chino Airport Master Plan

Dear Ms. Dicarlo:

This letter is in response to your letter dated August 12, 2003 regarding the Initial Study which was prepared for the Chino Airport Master Plan. We appreciate your taking the time to comment on the document. A copy of your letter will be included within the record for the initial study.

The proposed acquisition of an avigation easement for a Runway Protection Zone (RPZ) will not necessarily hinder development of the land beyond restrictions that currently exist. There is no additional airport development on the west side of the airport that would increase the size of the RPZ. The airport layout plan does, however, depict a larger RPZ than was depicted in the previous airport plans. This is to update the RPZ to current FAA standards.

Development prohibited within a RPZ includes residences and places of public assembly (i.e. churches, schools, hospitals, office buildings, shopping centers, and other uses with similar concentrations of persons). A RPZ area can be used for parking lots, open space, roadways, or similar uses.

I have enclosed a standard form for an avigation easement as you requested. This form would be modified to reflect the specific requirements or limitations for the RPZ. Absent an easement, the federal limitations on land use still remain.

If you have any additional questions regarding this process, please contact me at your convenience.

Sincerely,

J. William Ingraham, AAE

AVIGATION EASEMENT

WHEREAS, _____, herein called Grantor, is the owner in fee of that certain parcel of land situated in the City of Chino, County of San Bernardino, State of California, more particularly described as:

herein called the Servient Tenement.

NOW, THEREFORE, for and in consideration of $1.00 and other valuable consideration, the receipt and sufficiency of which is hereby acknowledged. Grantor, for itself, its heirs, administrators, executors, successors and assigns, does hereby grant and convey unto the County of San Bernardino, California, herein called Grantee, its successors, assigns, lessees, sublessees, licensees and invitees, for the use and benefit of the public, an easement and right-of-way, appurtenant to the Chino Airport located in the City of Chino, County of San Bernardino, California which along with the federally approved primary, conical, transitional, horizontal and approach surfaces related to said Chino Airport is herein called Dominant Tenement, an avigation easement.

For the free and unobstructed passage of all aircraft ("aircraft" being defined for the purposes of this instrument as any Contrivance now known or hereafter invented, used, or designed for navigation of or flight in the air), by whomsoever owned and operated, in the airspace over, through and across the Servient Tenement provided that such passage of aircraft is in compliance with local and federal regulations related thereto.

Together with the right to cause in said airspace such noise, sound or shock waves, radio transmissions, vibrations,

odors, fumes, dust, fuel particles, smoke, light, thermal waves, air quality changes, and other results transmitted from the operation of aircraft, by reason of any use ancillary or incidental to the operation of the Dominant Tenement and by reason of any operational incidental effects thereof including but not limited to such as may occur in and from take-off, landing and approach patterns into and from the Dominant Tenement.

To have and to hold said easement and right-of-way and all rights appertaining thereto unto Grantee, its successors, assigns, lessees, sublessees, licensees and invitees, until the Dominant Tenement shall be abandoned and shall cease to be used for public airport purposes, it being understood and agreed that these covenants and agreements shall run with the land.

Grantor, for itself, its heirs, administrators, executors, successors and assigns, does hereby waive, remise and release any right or cause of action which it may now have or which it may have in the future against Grantee or Grantee's successors and assigns, due to such noise, sound or shock waves, radio transmissions, vibrations, odors, fumes, dust, fuel particles, smoke, light, thermal waves, air quality changes and other results in said airspace that may be caused or may have been caused by the operation of aircraft, by reason of any use ancillary or incidental to the operation of the Dominant Tenement and by reason of any operational incidental effects thereof including but not limited to such as may occur in and from take-off, landing and approach patterns into and from the Dominant Tenement. Said waiver and release shall include, but shall not be limited to, claims, known or unknown, for damages for physical or emotional injuries, discomfort, inconvenience, property damage, death, interference with use and enjoyment of property, diminution of property values, nuisance or inverse condemnation or for injunctive or other extraordinary or equitable relief. Grantor, for itself, its heirs,

administrators, executors, successors and assigns, agrees that Grantee shall have no duty to avoid or mitigate such damages by, without limitation, setting aside or condemning buffer lands, rerouting air traffic, erecting sound or other barriers, establishing curfews, noise or other regulations.

Grantor, for itself, its heirs, administrators, executors, successors and assigns, agrees not to construct or permit the construction or growth of any structure, tree or other object that obstructs or interferes with the use of the rights herein granted or that creates electrical interference with radio or other communication between any installation within said airport and aircraft, or to cause difficulty for pilots to distinguish between airport lights and other lights, or to impair visibility in the vicinity of said airport, or to otherwise endanger the landing, take-off or maneuvering of aircraft. Grantor, for itself, its heirs, administrators, executors, successors and assigns, agrees that Grantee shall have the right to require or establish the marking and/or lighting as obstructions to air navigation any such building, structure, tree or other object now upon, or that in the future may be upon the Servient Tenement, together with the right of ingress to, egress from and passage over and within the Servient Tenement for the purpose of accomplishing such marking and lighting.

Executed this day of

STATE OF CALIFORNIA)
) ss.
COUNTY OF SAN BERNARDINO)

On _____, before me, the undersigned, a Notary Public in and for said state, personally appeared _____,

personally known to me to be the person who executed this instrument and acknowledged to me that (s)he executed the same.

WITNESS my hand and official seal.

_____

NAME (Typed or Printed)

(notarial seal)

DEPARTMENT OF AIRPORTS

825 East Third Street, Suite 203 • San Bernardino, CA 92415-0831 • (909) 387-7801

Apple Valley Airport • Baker Airport • Barstow/Daggett Airport • Chino Airport • Needles Airport • Twentynine Palms Airport

COUNTY OF SAN BERNARDINO
ECONOMIC DEVELOPMENT
AND PUBLIC SERVICES GROUP

J. WILLIAM INGRAHAM, A.A.E.
Director

October 22, 2003

Rob Quincey
11515 Santa Anita Avenue
Chino, CA 91710

RE: Initial Study for Chino Airport Master Plan

Dear Mr Quincey:

This letter is in response to your letter dated July 30, 2003 regarding the Initial Study which was prepared for the Chino Airport Master Plan. We appreciate your taking the time to comment on the document. A copy of your letter will be included within the record for the initial study.

You addressed land use issues that restrict development of your property located in Riverside County but impacted by the Chino Airport Comprehensive Land Use Plan (ACLUP). The proposed Master Plan does not specifically address land uses off airport but my understanding is that the Riverside County anticipates updating the ACLUP after the Master Plan is adopted.

The Master Plan includes proposals to extend Runway 8L-26R to the east and to relocate the precision instrument landing system (ILS) from this runway to the parallel runway to the south. The relocation of the ILS was included in the airport's existing master plan and was reviewed in the environmental impact report that supported that master plan. The extension of Runway 8L-26R, when combined with the relocation of the ILS, should not negatively impact the property addressed in your letter.

If you have any additional questions regarding this process, please contact me at your convenience.

Sincerely,

J. William Ingraham, AAE

DEPARTMENT OF AIRPORTS

25 East Third Street, Suite 203 • San Bernardino, CA 92415-0831 • (909) 387-7801

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COUNTY OF SAN BERNARDINO
ECONOMIC DEVELOPMENT
AND PUBLIC SERVICES GROUP

J. WILLIAM INGRAHAM, A.A.E.
Director

October 22, 2003

Tony Ritzmen
Aero Trader
7000 Merrill Avenue, Box 19
Hangar A497, Chino Airport
Chino, CA 91710

RE: Initial Study for Chino Airport Master Plan

Dear Mr. Ritzmen:

This letter is in response to your letter dated August 27, 2003 regarding the Initial Study which was prepared for the Chino Airport Master Plan. We appreciate your taking the time to comment on the document. A copy of your letter will be included in the record for the initial study.

The improvements planned for Runway 3-21 will be undertaken to meet FAA runway safety area (RSA) requirements by bringing the RSA within the airport fence. To maintain the runway length, as suggested in your comments, would require that the FAA approve declared distances for Runway 3-21. I revisited the issue with the regional office of the FAA and confirmed that they do not approve declared distances on general aviation airports if there is an alternative runway that provides equal or greater takeoff and landing distances.

Thanks again for your comments. If you have any additional questions regarding this matter please contact me at your convenience.

Sincerely,

J. William Ingraham, AAE

DEPARTMENT OF AIRPORTS

825 East Third Street, Suite 203 • San Bernardino, CA 92415-0831 • (909) 387-7801

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COUNTY OF SAN BERNARDINO
ECONOMIC DEVELOPMENT
AND PUBLIC SERVICES GROUP

J. WILLIAM INGRAHAM, A.A.E.
Director

October 22, 2003

Paul L. Benson, Fire Chief
Chino Valley Independent Fire District
2005 Grand Avenue
Chino Hills, CA 91709

RE: Initial Study for Chino Airport Master Plan

Dear Mr. Benson:

This letter is in response to your letter dated July 23, 2003 regarding the Initial Study which was prepared for the Chino Airport Master Plan. We appreciate your taking the time to comment on the document. A copy of your letter will be included within the record for the initial study.

I acknowledge the comments you made relative to the meeting fire codes and construction of the fire station planned for the south side of the airport. Hopefully, a long term lease will be executed in the near future to assure the fire station is constructed on schedule.

If you have any additional questions regarding this process, please contact me at your convenience.

Sincerely,

J. William Ingraham, AAE

DEPARTMENT OF AIRPORTS

825 East Third Street, Suite 203 • San Bernardino, CA 92415-0831 • (909) 387-7801

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COUNTY OF SAN BERNARDINO
ECONOMIC DEVELOPMENT
AND PUBLIC SERVICES GROUP

J. WILLIAM INGRAHAM, A.A.E.
Director

October 22, 2003

David Cohen
Associate Environmental Planner
Department of Transportation
Division of Aeronautics
1100 N Street
P.O. Box 942873
Sacramento, CA 94273

RE: Initial Study for Chino Airport Master Plan

Dear Mr. Cohen:

This letter is in response to your letter dated August 8, 2003 regarding the Initial Study which was prepared for the Chino Airport Master Plan. We appreciate your taking the time to comment on the document. A copy of your letter will be included within the record for the initial study.

If you have any additional questions regarding this process, please contact me at your convenience.

Sincerely,

J. William Ingraham, AAE

DEPARTMENT OF AIRPORTS

825 East Third Street, Suite 203 • San Bernardino, CA 92415-0831 • (909) 387-7801

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AND PUBLIC SERVICES GROUP

J. WILLIAM INGRAHAM, A.A.E.
Director

October 22, 2003

Jeffery S. Adams, City Planner
City of Chino Hills
2001 Grand Avenue
Chino Hills, CA 91709

RE: Initial Study for Chino Airport Master Plan

Dear Mr. Adams:

This letter is in response to your letter dated August 14, 2003 regarding the Initial Study which was prepared for the Chino Airport Master Plan. We appreciate your taking the time to comment on the document. A copy of your letter will be included within the record for the initial study.

If you have any additional questions regarding this process, please contact me at your convenience.

Sincerely,

J. William Ingraham, AAE

DEPARTMENT OF AIRPORTS

COUNTY OF SAN BERNARDINO
ECONOMIC DEVELOPMENT
AND PUBLIC SERVICES GROUP

825 East Third Street, Suite 203 • San Bernardino, CA 92415-0831 • (909) 387-7801

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J. WILLIAM INGRAHAM, A.A.E.
Director

October 22, 2003

Chuck Hale, Executive Director
Southern California Agricultural Land Foundation
13839 Bon View Avenue
Chino, CA 91710

RE: Initial Study for Chino Airport Master Plan

Dear Mr. Hale:

This letter is in response to your letter dated August 20, 2003 regarding the Initial Study which was prepared for the Chino Airport Master Plan. We appreciate your taking the time to comment on the document. A copy of your letter will be included in the record for the Initial Study.

Thank you for the information concerning the Williamson Act contract cancellation process. We will contact you with any further questions concerning mitigation and the agricultural conservation easements planned for areas east and south of the Airport boundary.

I appreciate the foundations' efforts to develop land uses in the vicinity of the airport that are compatible with its aviation purpose.

If you have any additional questions regarding this process, please contact me at your convenience.

Sincerely,

J. William Ingraham, AAE

DEPARTMENT OF AIRPORTS

825 East Third Street, Suite 203 • San Bernardino, CA 92415-0831 • (909) 387-7801

Apple Valley Airport • Baker Airport • Barstow/Daggett Airport • Chino Airport • Needles Airport • Twentynine Palms Airport

COUNTY OF SAN BERNARDINO
ECONOMIC DEVELOPMENT
AND PUBLIC SERVICES GROUP

J. WILLIAM INGRAHAM, A.A.E.
Director

October 22, 2003

Jeffery M. Smith, AICP
Senior Regional Planner
Intergovernmental Review
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

RE: Initial Study for Chino Airport Master Plan

Dear Mr. Smith:

This letter is in response to your letter dated July 23, 2003 regarding the Initial Study which was prepared for the Chino Airport Master Plan. We appreciate your taking the time to comment on the document. A copy of your letter will be included within the record for the initial study.

If you have any additional questions regarding this process, please contact me at your convenience.

Sincerely,

J. William Ingraham, AAE

DEPARTMENT OF AIRPORTS

385 East Third Street, Suite 203 • San Bernardino, CA 92415-0831 • (909) 387-7801

Apple Valley Airport • Baker Airport • Barstow/Daggett Airport • Chino Airport • Needles Airport • Twentynine Palms Airport

COUNTY OF SAN BERNARDINO
ECONOMIC DEVELOPMENT
AND PUBLIC SERVICES GROUP

J. WILLIAM INGRAHAM, A.A.E.
Director

October 22, 2003

Patrick Hennessey
Palmieri, Tyler, Wiener, Wilhelm, & Waldron LLP
2608 Main Street
East Tower-Suite 1300
Irvine, CA 92614

RE: Initial Study for Chino Airport Master Plan

Dear Mr. Hennessey:

This letter is in response to your letter dated August 18, 2003 regarding the Initial Study which was prepared for the Chino Airport Master Plan. We appreciate your taking the time to comment on the document. A copy of your letter will be included within the record for the initial study.

If you have any additional questions regarding this process, please contact me at your convenience.

Sincerely,

J. William Ingraham, AAE

DEPARTMENT OF AIRPORTS

COUNTY OF SAN BERNARDINO
ECONOMIC DEVELOPMENT
AND PUBLIC SERVICES GROUP

325 East Third Street, Suite 203 • San Bernardino, CA 92415-0831 • (909) 387-7801

Apple Valley Airport • Baker Airport • Barstow/Daggett Airport • Chino Airport • Needles Airport • Twentynine Palms Airport

J. WILLIAM INGRAHAM, A.A.E.
Director

October 22, 2003

Dr. Jack L. Bath, Ph. D., President
Tri-County Conservation League
P.O. Box 51127
Riverside, CA 92517

RE: Initial Study for Chino Airport Master Plan

Dear Dr. Bath,

This letter is in response to your letter dated August 21, 2003 regarding the Initial Study which was prepared for the Chino Airport Master Plan. We appreciate your taking the time to comment on the document. A copy of your letter will be included within the record for the Initial Study.

I acknowledge your environmental concerns and note that the airport development considered in the previous EIR included facilities that supported significantly larger aircraft and aviation forecasts. The most significant difference in the master plans is the proposed development of an extension to the east on Runway 8L/26R. This extension, if and when constructed, will be subject to federal and state review, including environmental requirements. Both master plans designate conceptual areas for development of supporting buildings, hangars and similar facilities which may or may not occur.

It is our understanding that the Burrowing Owl is not listed as a species of special concern and, consequently, does not lead to a "potentially significant" finding. This understanding is based upon our review of the California Department of Fish and Game's Natural Diversity Data Base on October 8, 2002.

Despite the lack of such a designation, I have been working with Southern California Agricultural Land Foundation and others to find an appropriate solution to maintaining habitat for the Burrowing Owl that does not adversely impact the airport purpose nor conflict with our federal obligations for land use.

Again, thank you for taking the time to respond to the Initial Study.

Sincerely,

J. William Ingraham, AAE

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Director

October 23, 2003

Joleen M. Borba
Attorney At Law
11838 Dear Park Drive
Nevada City, CA 95959

RE: Initial Study for Chino Airport Master Plan

Dear Ms. Borba:

This letter is in response to your letter dated August 15, 2003 regarding the Initial Study which was prepared for the Chino Airport Master Plan. We appreciate your taking the time to comment on the document. A copy of your letter will be included within the record for the initial study.

It should be noted that the proposed development of Chino Airport includes a reduction of the length of Runway 3-21, the runway that directly impacts the Borba family dairy. This reduction will result in aircraft landing on the runway touching down further to the south. Any requirement for acquisition of easements or other property rights is mitigated by this plan.

If you have any additional questions regarding this process, please contact me at your convenience.

Sincerely,

J. William Ingraham, AAE

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Director

October 22, 2003

Jerry L. Blum, Planning Director
City of Ontario
303 East B Street, Civic Center
Ontario, CA 91764-4196

RE: Initial Study for Chino Airport Master Plan

Dear Mr. Blum:

This letter is in response to your letter dated August 15, 2003 regarding the Initial Study which was prepared for the Chino Airport Master Plan. We appreciate your taking the time to comment on the document. A copy of your letter will be included within the record for the Initial Study.

Within your letter you suggested that a trip generation analysis be conducted to compare the 1986 Airport Master Plan to the 2003 Airport Master Plan. The traffic analysis conducted within the 1986 Airport Master Plan utilized airport forecasts which are significantly greater than what the airport currently experiences. For example, while the forecasted based aircraft in 2000 was 1,650, actual based aircraft during that year was less than 1,000. The traffic impacts of the proposed improvements are far below what was anticipated and are not anticipated to reach the previously forecasted levels of activity within the long-term planning horizon of the current planning effort.

The traffic and circulation conclusions within the Initial Study were generated from recently prepared Environmental Impact Reports (EIR) prepared for projects surrounding the airport. Specifically, the EIRs prepared for the City of Ontario Sphere of Influence and Chino Subarea 2 Preserve Master Plan were utilized. Within these documents, traffic infrastructure analyses for the street system surrounding the Airport were conducted. As part of these analyses, traffic currently using and forecasted to use the airport in the future was analyzed. Our understanding is that the forecasted airport operations contained within the 1986 Chino Airport EIR were utilized for the analyses. As noted above, the 1986 forecast numbers are substantially greater than operations currently experienced at the airport. It was concluded that the level of traffic from the airport is greatly overestimated and the proposed projects will not exceed the levels of traffic already accounted for in the EIR.

The Runway Protection Zone (RPZ) for Runway 21 currently exists beyond airport property into the area north of the airport. The planned reduction of runway length for

this runway will mitigate the impact of the RPZ land use restrictions on projected development in the area. Based on FAA safety and design standards, an RPZ can be used as open space or other land uses which do not result in the congregation of people on the ground. The RPZ does not necessarily need to be fenced.

Again, thank you for taking the time to comment on the Initial Study.

Sincerely,

J. William Ingraham, AAE

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J. WILLIAM INGRAHAM, A.A.E.
Director

October 31, 2003

Charles E. Coe, AICP
Community Development Director
City of Chino
13220 Central Avenue
Chino, CA 91710

RE: Initial Study for Chino Airport Master Plan

Dear Mr. Coe:

This letter is in response to your letter dated August 20, 2003 regarding the Initial Study which was prepared for the Chino Airport Master Plan. We appreciate your taking the time to comment on the document. A copy of your letter will be included within the record for the Initial Study.

The traffic and circulation conclusions within the Initial Study were generated from recently prepared Environmental Impact Reports (EIR) prepared for projects surrounding the airport. Specifically, the EIRs prepared for the City of Ontario Sphere of Influence and Chino Sub-area 2 Preserve Master Plan were utilized. Within these documents, traffic infrastructure analyses for the street system surrounding the Airport were conducted. Our understanding is that the forecasted airport operations contained within the 1986 Chino Airport Master Plan were utilized for these analyses.

The traffic analysis conducted within the 1988 Chino Airport EIR also used these forecasts. However, the forecasts are significantly greater than what the airport currently experiences. For example, while the forecasted based aircraft for 2000 was 1,650, actual based aircraft was less than 1000. The traffic impacts of the proposed improvements are far below what was anticipated in 1988 and are not expected to reach the previously forecasted levels of activity within the long-term planning horizon of the current planning effort.

We acknowledge your environmental concerns and, again, note that the airport development considered in the previous EIR included facilities to support significantly larger aircraft and aviation forecasts. The most significant difference in the master plans is the proposed development of an extension to the east on Runway 8L/26R. This extension, if and when constructed, will be subject to federal and state review, including environmental requirements. Both master plans designate conceptual areas for development of supporting buildings, hangars and similar facilities which may or may not occur.

Analysis of a storm drainage system will occur as part of the engineering development for each phase of construction. An analysis at the current stage of planning is not feasible as proposed projects will be constructed in phases; it is also possible that not all approved projects will actually be constructed. We acknowledge the need of an improved storm drainage system and evaluation will occur prior to the construction of each subsequent phase to ensure that appropriate drainage improvements are undertaken.

As noted above, the Airport Master Plan is a conceptual plan and can be compared to a general plan for a city or county. It does not include specific plans for development of the airport. Consequently, the planning effort does not include, at the present time, a complete infrastructure plan.

A copy of the Mitigation, Monitoring and Reporting Program will be forwarded to you.

Community Noise Exposure Level (CNEL) is the FAA accepted standard for depicting noise impacts related to airport facilities in California. The CNEL metric is equivalent to the Day-Night Average Sound Level (DNL) metric used in other states and is recognized by the California Department of Transportation for noise measurement. CNEL is a summation metric which allows for objective analysis and can describe noise exposure comprehensively over a large area.

The dBA metric can only describe peak noise levels the moment they occur, whereas CNEL is defined as the average A-weighted sound level as measured in decibels during a 24-hour period. A 10 decibel weighting is applied to noise events occurring at night and a 4.8 decibel weighting is applied to those occurring during the evening hours. The primary benefit of using the CNEL metric is that it accounts for the average community response to noise as determined by the actual number and types of noise events and the time of day they occur and can be related to land use plans.

Again, thank you for taking the time to comment on the Initial Study. The editorial comments provided within your letter attachment will be included within the project files.

Sincerely,

J. William Ingraham, AAE

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Director

October 23, 2003

Keith Downs, Executive Director
Riverside County Airport Land Use Commission
5555 Arlington Avenue
Riverside, CA 92504

RE: Initial Study for Chino Airport Master Plan

Dear Mr. Downs:

This letter is in response to your letter dated July 28, 2003 regarding the Initial Study which was prepared for the Chino Airport Master Plan. We appreciate your taking the time to comment on the document. A copy of your letter will be included within the record for the Initial Study.

You requested information on flight tracts used in projecting noise contours. Enclosed is an exhibit depicting the flight tracks that were used in the production of the noise contours.

You questioned the lack of time format within the forecasts. The Master Plan was prepared with a "demand based" airport improvement schedule verses a calendar year schedule. This is intended to accommodate variations in demand at the Airport. Demand based planning relates capital improvements to demand factors, such as based aircraft, rather than points in time.

For capital improvement plan funding purposes, the long term aviation activity planning horizon is extended through the year 2025. Should demand slow or decline, it may not be necessary to implement some improvement projects. However, should the Airport experience accelerated growth, the plan will be flexible enough to respond accordingly.

You suggested that a 55 DNL noise contour should be depicted in the Master Plan. The 55 DNL contour was not depicted because the area surrounding Chino Airport is transitioning from rural to urban land uses. Consequently, ambient noise levels in the area are projected to increase. The transition from rural to urban land uses is included in a number of land use plans including the Chino Sphere of Influence: Sphere 1 and Sphere 2, as well as the City of Ontario Sphere of Influence.

You also suggested development of an ultimate capacity contour. The development of such a contour would require the development of a number of assumptions outside the planning effort of the Master Plan and was not included in the scope of work given our planning consultant. The ultimate capacity of an airport is not based entirely on aircraft operations only. It is also affected by such parameters as aircraft mix, weather, navigational aides and the local air traffic environment. The Master Plan effort included a projection of aircraft demand over the 25 years and does not anticipate the airport to reach theoretical capacity limits; therefore a capacity contour is not appropriate.

If you have any additional questions regarding this process, please contact me at your convenience.

Sincerely,

J. William Ingraham, AAE